THE

North-China Herald.

AND MARKET REPORT.

VOL. II., No. 42. SHANGHAI, THURSDAY, FEBRUARY 6TH, 1868. PRICE, TAELS 12 ₱ ANNUM.

NOTICES OF FIRMS.

NOTICE.

MR. JOHN IRWIN MILLER, of Shanghai, was admitted a Partner in our Business carried on here, under the Firm of JARVIE, HENDERSON & Co., and in Shanghai, under the Firm of J. JARVIE & Co., as on the 1st January, 1867, and Mr. FULLARTON HENDERSON has been authorized to sign the latter Firm.

JARVIE, HENDERSON & Co.

15fe 1718 Glasgow, October, 1867.

NOTICE.—Messrs. H. B. M. WACHTELS and H. ALPH. ORTMANS ceased to be partners in our firm since the 31st December ultimo.

GAYMANS & Co.

29fe 1641 Nagasaki, 1st Jan., 1868.

THE Interest and Responsibility of Mr. ALEXANDER ROSE JOHNSTON, in our firm, ceased on 31st ultimo.

TAIT & Co.

31ma 1639 Amoy, 1st Jan., 1868.

NOTICE.

DURING the temporary absence of Mr. E. FAJARD, Mr. E. CHASTEL will sign our firm per Procuration.

THERIC & Co.

tf 1640 Shanghai, 16th Oct., 1867.

NOTICE.—The interest and responsibility of Mr. W. A. STURROCK in our firm, ceased yesterday by lapse of time.

BOYD & Co.

31ma 1644 Amoy, 1st Jan., 1868.

NOTICE.

MR. CHARLES EDWARD CARTER is a Partner in our Firm, from this date.

CARTER & Co.

31ma 1572 Shanghai, 31st Dec., 1867.

NOTICE.—The interest and responsibility of Mr. RICHARD ROBERT TYERS in our firm ceased on the 30th June, 1866.

OLYPHANT & Co.

13ma-68 691 Shanghai, 9th Sept., 1867

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.

tf 706 Kiukiang, April 21st, 1866.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings on their contents.

2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,

Agents in Shanghai.

tf Shanghai, 1st December, 1868.

INSURANCES.

NOTICE is hereby given by the undersigned Insurance Companies, that it has been resolved to discontinue the Practise which has been in force during the past two years of allowing 15 per cent discount on Premia of Insurance, and that, on and after the 1st January 1868, they will allow only 10 per cent, as was the custom formerly.

Shanghai, 24th Dec., 1867.

JARDINE, MATHESON & Co., *Agents for the Canton & other Insurance Offices.*

GIBB, LIVINGSTON & Co., *Agents for the Union Insurance Society of Canton, &c., &c.*

JOHN S. MACKINTOSH, *Secretary North-China Insurance Company.*

RUSSELL & Co., *Secretaries Yangtze Insurance Association and Agents Pacific Insurance Company.*

AUGUSTINE HEARD & Co., *Agents China Traders Insurance Company (Limited) & Victoria Insurance Company.*

tf 1566

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents to the extent of £5,000.

W. R. ADAMSON & Co.

tf 618 Shanghai, 10th July, 1865.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.

tf Shanghai, 13th February, 1867.

THE NORTHERN ASSURANCE COMPANY

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.

tf Shanghai, 3rd February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to grant POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.

tf Shanghai, 9th April, 1862.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

DIRECTORS.

GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*

F. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)

E. IVESON, Esq., (Messrs. Bower, Hanbury & Co.)

W. PRONST, Esq. (Messrs. WM. PUSTAU & Co.)

A. A. HAYES Esq., (Messrs. Olyphant & Co.)

J. P. TATE, Esq., (Messrs. Blain, Tate & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Secretary.*

tf 320 Shanghai, 28th Nov., 1865.

MISCELLANEOUS.

FRENCH MEDICINES

PREPARED BY

GRIMAULT & Co.,

CHEMISTS TO H. I. H. PRINCE NAPOLEON,

PARIS.

THESE different medicines represent the most recent medical discoveries, founded on the principles of Chemistry and therapeutics. They must not be confounded with secret or quack medicines, as their names sufficiently indicate their composition; a circumstance which has caused them to be appreciated and prescribed by the faculty in the whole world. They widely differ from those numerous medicines advertised in the public papers as able to cure every possible disease, as they are applicable only to but a very few complaints. The most stringent laws exist, in France, with regard to the sale of medical preparations, and only those, which have undergone an examination by the *Academy of Medicine*, and have been proved efficacious, either in the Hospitals, or in the practice of the first medical men, are authorised by the Government. This fact must be a guarantee, for the excellency of Messrs. GRIMAULT & Co.'s medicines.

DOCTOR LERAS'

(Doctor of Medicine)

Liquid Phosphate of Iron.

The newest and most esteemed medicine in cases of:

CHLOROSIS, PAINS IN THE STOMACH, DIFFICULT DIGESTION, DISMENORRHEA, ANIMEA, GENERAL DEBILITY & POORNESS OF BLOOD.

It is particularly recommended to regulate the functions of nature, and to all ladies of delicate constitutions, as well as to persons suffering under every kind of debility whatsoever. It is the preservative of health *par excellence*, in all warm and relaxing climates.

No more Cod Liver Oil.

Grimault's Syrup of Iodized Horse-Radish.

This medicine has been administered with the utmost success in the Hospitals of Paris. It is a perfect substitute for COD LIVER OIL, and has been found most beneficial in DISEASES OF THE CHEST, SCROFULA, LYMPHATIC DISORDERS, GREEN SICKNESS, MUSCULAR ATONY and LOSS OF APPETITE. It regenerates the constitution in purifying the blood, it being the mostpowerful depurative known. It has also been applied with happy results in DISEASES OF THE SKIN. Further, it will be found to be of great benefit to young children subject to HUMOURS and OBSTRUCTION OF THE GLANDS.

Consumption Cured!

Grimault's Syrup of Hypophosphite of Lime.

This new medicine is considered to be a sovereign remedy in cases of CONSUMPTION and other DISEASES OF THE LUNGS. It promptly removes all the most serious symptoms. The cough is relieved, night perspirations cease, and the patient is rapidly restored to health.

N B.—Be sure to see that the signature of GRIMAULT & Co., is affixed to the bottle, as this Syrup is liable to imitations.

No more difficult or painful digestion.

DR. BURIN DU BUISSON'S,

(Laureate of the Paris Imperial Academy of Medicine.)

Digestive Lozenges.

This delicious preparation is always prescribed by the most reputed medical men in France, in cases of derangements of the digestive functions, such as:

GASTRITIS, GASTRALGIA, *long and laborious digestion*, wind in the stomach and bowels, EMACIATION, JAUNDICE, and COMPLAINTS OF THE LIVER and LOINS.

MISCELLANEOUS.

Nervous Head Aches, Neuralgia, Diarrhœa, Dysentry,

Instantaneously cured by

GRIMAULT'S GUARANA.

This vegetable substance which grows in the Brazils, has been employed since time immemorial to cure INFLAMMATION OF THE BOWELS. It has proved of late to be of the greatest service in cases of CHOLERA, as it is a preventive and cure in cases of Diarrhœa.

No more Dyspépsia, vomiting during pregnancy, or sea sickness

Grimault's Elixir of Pepsine.

Pepsine undergoes no alteration in this delicious preparation. It will consequently be preferred to PEPSINE POWDER or PILLS. It is the digestive medicine *par excellence*, and is at the same time a most agreeable table liqueur.

Messrs. GRIMAULT beg to call the attention of the faculty and of the public in general to the fact that real Pepsine is prepared in France alone. It is far superior to all others often extracted from the stomach of pigs.

Grimault's Capsules & Liquid Extract of Matico Vegetalis.

Pamphlet on the use of Matico and cure of the disease.

Where all other medicines have failed, these preparations will always effect a cure. These insure rapid and extraordinary cure of severe recent and chronic cases of private disease. They are used in the Hospitals of Paris, by the celebrated Dr. RICORD, and are found greatly superior to all hitherto known mineral remedies and Copaiba and Cubebs. The Injection is used in recent, and Capsules in the more chronic cases.

GENERAL DEPOT:

IN PARIS, at GRIMAULT & Co., 45, Rue Richelieu.

IN LONDON, at NEWBERY & SONS, 45, St. Paul's Church-Yard.

IN SHANGHAI, at MEDICAL HALL.

IN HONGKONG, at FRENCH DISPENSARY. 31my-68 3223

HOLLOWAY'S Pills & Ointment.

HOLLOWAY'S PILLS.

THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the Climate of India as this fine and invigorating Medicine. It is particularly adapted to the Constitution of European Ladies, as it is never failing in its effects in all diseases peculiar to Females, while those who are attenuated by the debilitating effects of the Indian Climate will find in this wonderful remedy a kind of Talisman whereby they may insure a restoration to robust health.

HOLLOWAY'S OINTMENT.

THE science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all old wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the Indian Climate. It is the true friend of the Soldier and Civilian, as certain old sores can be removed by it that cannot be conquered by any other treatment.

20se-68 749 Shanghai, Sept. 20th, 1867.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Miscellaneous Intelligence.

BIRTH.

February 4th, Mrs. J. Priestley Tate, of a daughter.

MARRIAGE.

February 5th, 1868. At the Church of our Saviour Hong-que, by the Rev. Elliot H. Thomson, in the presence of Willie P. Mangum, Esq., Acting U. S. Consul General, Theodore Walter, 4th son of the late Joseph Walter, Esq., of Bristol, England, to Lucy Lechmere Guppy, eldest daughter of Robert Guppy, Esq., of Trinidad W. I.—No cards.

DEATH.

At H. B. M.'s Consulate, Hiogo, on the 21st January, after a short illness, Francis Gerard Myburgh, H. B. M.'s Consul for Hiogo and Osaka. Aged 31.

LATEST DATES

England..(tel.)..	Dec. 30	Hankow,.....	Jan. 29
Hongkong,.....	Feb. 1	Nagasaki,.....	„ 30
Tientsin,.....	Jan. 22	Yokohama,.....	„ 30

Latest dates in England, from China,—

Hongkong,.....Oct. 17	Received via Marseilles	
Shanghai,..... „ 24	Dec. 6th.	

The publication of the *North-China Herald* commenced at 12 Noon.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, THURSDAY, FEB. 6, 1868.

RETROSPECT OF EVENTS IN JAPAN DURING 1867.

Japan. The year 1866 closed on the triumph of Chosiu over the forces of the Tycoon, and the death of the defeated Prince. Another revolution, hitherto bloodless, has marked the close of 1867; and seems likely to result in the permanent overthrow of the Tycoonate, if, indeed, that result have not been already accomplished. We remarked in our last summary, that a strange effect on the Japanese daimios of a quarrel with foreigners, seemed to be the creation of an anxiety to enter into friendly relations. Satsuma after Kagosima, and Chosiu after Simonosaki at once wanted to make treaties of amity and commerce. We had, however, cast in our lot with the central Government, and looked to it alone for the further opening up of the country. The result has been unfortunate, though the policy seemed wise. The Tycoon, a daimio among other daimios, though holding in addition a nearly sovereign rank, has arrogated to himself all the benefits from foreign trade, by opening ports in his own territory only. His peers and rivals, desirous of participating in the wealth which they saw accruing to him, have combined to crush his power, and have succeeded. Stotsbashi resigned the office of Tycoon; and the Mikado, instead of appointing a successor, resumed the reins of government taken from his predecessors some two hundred years ago by Ieyas, appointing Satsuma, Tosa, and other powerful princes, a Council to assist him in his duties.

In the meantime, preparations had been going forward for opening the new ports of Osaka and Hiogo, which are situated in respect to Miaca, nearly as Greenwich and Gravesend are to London. The several foreign Ministers visited the Tycoon at Osaka, and were there gorgeously entertained by him. The foreign settlements were marked out, and an Englishman in the employ of the Japanese Government, Mr. Seare, was appointed to supervise the erection of bonded warehouses. The actual opening of the new ports is an event properly belonging to the current year; but mention may be made that it was duly accomplished, though first results have failed to at all fulfil the hopes entertained. The political crisis to which we have referred above, is doubtless one cause of this failure; and unfortunately matters seem less likely than at first, to be peacefully arranged.

Yokohama itself has arisen from the ashes to which it had been reduced by the great fire of November 1866, and by a re-arrangement of the settlement, the danger of a similar misfortune recurring has been lessened.

Sales of foreign steamers have continued; but at decreasing prices. In fact the stream of wealth which the early days of Japanese intercourse opened out, in this respect, to shipowners, seems to have found its proper level. Latterly, several vessels have been sold at a fair average profit only. It is significant of the intelligent readiness of the Japanese to avail themselves of foreign improvements, that native steam communication has been established between Yokohama and Osaka, and that a hotel on foreign principles has been built at Yedo, with a view to the approaching opening of that port to foreigners. Another port is to be opened shortly. Nee-e-gata is spoken of as likely to be the one selected.

Fewer attacks on foreigners have been reported—amongst them however an attempt on the life of the Dutch Minister, M. von Polsbroek must be mentioned. Two sailors of H. M. S. *Icarus* were murdered in Nagasaki; and stringent demands for the detection and punishment of the culprits have been made—as yet, without result. It does not seem that these can be classed as political murders, or that we should be justified in exacting reparation for them from the Government, in case, as seems probable, it fail to bring the criminals to justice. At the same port, an alarm was raised in August, that the Government were commencing a persecution of the Native Christians, and had arrested several hundred. But as nothing further has reached us on the subject, we may infer that the report was exaggerated.

On the whole, although the year closed on a threatening aspect of native politics, we cannot but regard it as having developed a tendency to more free intercourse with foreigners. The fall of the Tycoon has unsettled the basis on which our relations with the country have hitherto stood; but there is no reason to apprehend any attempt to alter their tenour, otherwise than in a liberal sense. If it be true, as is alleged, that the desire of other Princes to enter into commercial relations with foreigners, and the resistance of the Tycoon, are the principal causes of the existing political crisis, we can but infer that the ascendency of his rivals implies an extension of trade to other parts of the country. An increasing disposition has been shown by the Japanese to visit Europe, and a brother of Stotsbashi is now in the French capital, where, with excusable ignorance on the part of the Government, he has been paid nearly royal honours.

Summary of News.

The English mail of the 10th December arrived on the 28th ultimo, with telegrams to the 30th December.

The French mail steamer, now over-due, has not arrived up to the time of our going to press. The P. and O. steamer *Cadiz* leaves with the outgoing mail.

The following ships have arrived during the fortnight. The *Taeping*, *Durham*, *Sir Jamsetjee Family*, *Ariel*, and *Deccana*, from London; the *Leon Crespo* and *Lorton*, from Liverpool; the *John L. Dimmock*, from Cardiff; the *Iris* and *Rachel*, from Newcastle, N.S.W.; the *Aunt Lizzie*, from Swansea; and the *Saturnus* from Hamburg. And the *Annie Braginton* has sailed for Montreal.

Business has been only partially resumed, and there has been a lull in the public meetings usually held at this time of the year. A meeting of the Church subscribers is, however, announced for Saturday.

A rumour has been afloat, that Mr. Giquel is to be associated with Mr. Hart, in the Inspectorate of Customs. We can neither vouch for nor deny its accuracy, but give it as it has reached us; and as not being altogether improbable. There is not the slightest use in the appointment, so far as the governance of the Customs is concerned. Mr. Hart has proved himself quite equal to this task, though he has incurred some personal unpopularity among its officers. But it is well known that our allies are anxious to be prominently represented, in a service of gradually increasing importance; and it is not impossible that they may have influenced the Chinese to concede this point. It is only this knowledge which induces us to take any notice of the rumour; for no official report of it was, so far as we can learn, received by the last overland mail from Peking; and it would seem that an appointment deriving so immediately from the Central Government, would become known there sooner than in Shanghai.

Mr. T. T. Cooper writes from Sha-see on the upper Yangtze under date 14th January—"I arrived at Sha-see to day at 4 P.M., ten days from Hankow, via the creeks and lakes, thus cutting off the bend which the Yangtze makes between Hankow and Sha-see. Since leaving the Yangtze at Kwankow, we have passed through the centre of the Hoopeh plain in which the crops of wheat and barley sown after subsidence of the floods, in December, look already quite green. These plains have, for the last three summers, been subject to extremely high floods, and scarcely any grain has been harvested. The approaching season is therefore looked forward to with great anxiety by the inhabitants. Grain is very dear here at present, costing 2,400 *cash* per pecul, double its price after an average harvest. The people, however, seem to possess their usual share of the comforts of Chinese agricultural life. The weather has been very cold, generally freezing through the night and rendering boat travelling anything but comfortable. I expect to leave this on the 16th, or as soon as Szechuen boats can be procured.

On Sunday morning, the Revd. W. Muirhead preached his farewell sermon at the Union Chapel to an unusually large congregation. During his discourse he announced his intention of returning to China to carry out a long cherished scheme of establishing missions in the interior of the country. It has been repeatedly pointed out in our columns, that the interior of China is the place for missionaries to locate themselves, rather than linger in the treaty ports or their immediate vicinity; and we therefore trust that Mr. Muirhead's plans will meet with all the consideration they deserve. The London Missionary Society sent out the first Protestant Missionary to China, and we may now look forward to see another of its representatives establishing the first Protestant Mission station, in the hitherto neglected far interior of the country. From Dr. Morrison who arrived in China in the year 1807, down to the present time, the agents of this society have been, as a rule, vigorous and able men. It is through the instrumentality of such veteran missionary sinologues as Morrison, Medhurst, Legge, Stronach, Muirhead, Wylie, Edkins and others that the London Missionary Society has maintained the high position it holds in China.

Mr. J. McLeavy Brown and the suite of the Chinese Legation have arrived. The native members are lodged in the New Mixed Court at the top of the Maloo. We hear that the country through which they passed is in a very bad state.

Mr. Adkins is appointed to succeed Mr. Brown, as acting Chinese Secretary at Peking, and Mr. G. Jamieson goes from Shanghai to Taowan as acting Consul. Mr. Davenport, who will shortly return from England, will probably be appointed to that post, on his arrival, and Mr. Jamieson will remain there as assistant.

A cross action for damages by collision has been tried between the *Alcyone* and *Lady Love*. The Court declared both equally to blame.

A House and Land in Kiangse Road have been sold at Tls. 9,900; some Old Dock Shares at Tls. 150 each, and some Shanghai Gas Shares at Tls. 60 each.

Admiral Keppel arrived on Saturday from Japan, *viâ* the Chusan group, in H. M. S. "Adventure," and will leave shortly for Hongkong in the *Salamis*.

The Capt. of the barque "Rachel", reports stopping at Stewart's Island, on December 23rd, and exchanging tobacco for pigs, fowls, potatoes &c. The natives think so much of foreign tobacco as to give a pig for a small piece about two inches square, and a fowl for a small pipe full. The "Rachel" was unfortunately short of tobacco, but the natives expressed a wish that she would soon afford them another chance to replenish their stock.

The *Formosa* has brought news from Foochow, that the steamer *Niphon* struck on a rock twenty miles south of Amoy, on the 23rd instant. All the passengers and crew were safely landed on a neighbouring island, except the gunner who was drowned. A steamer was dispatched from Amoy to her assistance, on the 25th, but it is feared she may become a total wreck. It is reported that the *Niphon* had a quantity of uninsured opium on board.

We are glad to learn that the Chief Engineer is issuing an order prohibiting the taking of the engines beyond the French limits without special arrangement; for we understand that the Chinese have not only refused to contribute in the slightest degree towards repairing the damage done the machines at the "oil fire," but would not render the slightest assistance at the last fire—even refusing the use of lanterns, etc.

We regret to learn the death of Mr. Myburgh, lately appointed H. B. M. Consul at Osaka.

Some apprehensions are entertained for the stability of one of the native banks at Hankow, which is largely indebted to foreign merchants at this port. Its deficit is believed to be about Tls. 40,000, and foreigners hold its paper to half the amount. We hear that the Commander of H. M. gun-boat *Havoc* went on shore for a shooting excursion, and directly he had fired off his gun was set on by three Chinamen. Unfortunately, however, this happened in sight of the Jacks, who set on the Chinese and gave them a hearty thrashing.

At a meeting of shareholders in the Hongkong Fire Insurance Company, it was shown that a balance of $ 63,000, beyond subscribed capital, remained in hand, after paying all charges and losses. The Directors did not advise the declaration of a divid The loss incurred by the Company th the great fire at Hongkong in Novem last, was $ 88,951.

A large fire broke out in the native town of Nagasaki on the 2nd instant, and was still burning when the *Ganges* left, on the evening of the 3rd. Upwards of 400 houses are said to have been consumed, and about $ 1,000,000 worth of property.

The news from Hiogo continues unsatisfactory and is more warlike. The Confederate daimios have seized the person of the young Mikado; and Stotsbashi has fled to Osaka, whither he is collecting all his forces and steamers in anticipation of a struggle. A distinct intimation has been given him that Foreigners will not aid him. But his own power is great, if his relations will stand by him.

Serious disturbances have taken place in Yedo. A party of Satsuma's men set fire to a palace of the Shogoon: two days afterwards, four of Satsuma's palaces were attacked and fired by the Shogoon's troops, and considerable slaughter ensued. The survivors of the principal garrison cut their way out and escaped in one of Satsuma's steamers. This was followed by one of the Tycoon's steamers, and a fight took place between them in Yeddo harbour.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Editorial Selections.

COMMUNICATIONS IN CHINA.

OUR wars with China and Japan have furnished the text for much discussion, as to how far we are justified in forcing our intercourse and institutions on Orientals. It is urged on the one hand that they have an abstract right to maintain their seclusion, and to adhere to their own systems if they choose; and on the other that we, knowing commercial intercourse to be advantageous, and our institutions to be superior to theirs, are not only justified but bound in duty to insist on their acceptance. Each theory gives scope for elaborate argument; but little approach is made towards solving the question. Supporters of either view are frequently guided as much by feeling as conviction, and find logic pliable to their wish. The question of introducing railways into the interior of China and small steamers on her inland waters, has afforded ample scope for disquisition. We commend to supporters of energetic progress, the accounts that reach us from all sides of scarcity and distress, caused by flood, drought, or rebellion, as making strongly in favour of their case. Without railways, these evils exist in an intolerable degree. A district is ravaged by insurgents, before troops can be marched to the spot, and these latter plunder along the line of march. Agriculture is interfered with by both causes, as well as by the floods and drought which frequently destroy the hopes of the Chinese farmer; and want of communication prevents the speedy transport of grain from more fortunate provinces, to the distressed district. The Supreme Court and Consular *Gazette*, in an interesting article which we reproduce, instances a case in point in this province. The roads in the neighbourhood of Nanking have fallen so terribly into disrepair, that "a day's rain renders the track impassable, and forces passengers to prefer the waste ground at the sides; while repairs, where attempted, have been executed in a style that renders the remedy worse than the disease. One or two stones represent many of the bridges; and streams coming down from the hills form deep channels along the track. It is scarcely passable for miles in fine weather, and at other seasons impracticable." When this is the state of the main road, the condition of the inferior ones may be guessed. The consequence is, that harvests can with difficulty be taken to market, and rice costs thirty per cent. less on the road than at Chinkeang. And what is true of the western part of this province is true also of most parts of the empire that foreigners have visited. Every where is the same difficulty of communication, save where navigable canals intersect the country, and the expense and slowness of transit goes far to neutralise their advantage, as a means of transporting redundant produce to distant provinces. Rice land in the Kingwha district of Chekeang, which was nearly depopulated during the Taeping rebellion, is sold for $6 a *mow* while, near Ningpo, it is worth $60. No such extreme difference could exist, if communication were good and rapid. The value of produce and, consequently, of land, in remote districts would rise, because large markets would be easily accessible. And by this very cause, prices near the cities would be lowered. Districts where crops have been destroyed, as in Shantung, by floods, could be supplied from others more fortunate. Facility for transport of troops would enable the authorities to deal more rapidly and efficiently with outbreaks, while the inhabitants would be relieved from the distress which inevitably follows in the wake of Oriental armies, and which is now lamentably apparent along the routes that have lately been traversed by Imperialist troops, engaged in the Nienfei campaign in Shantung.

The old Jesuit writers found much to admire in "the handsome, safe, and commodious roads," and the "resting places very neat and and commodiously fenced" which were to be found at proper distances along them. Most of the former have, now, but little of their former excellence, and along the line of the Grand Canal to which we have above alluded, hardly an inn now stands. Père Verbiest says the Government took as much care to keep the roads in repair, as to maintain peace in the cities. At the present day, one duty seems as much neglected as the other. Monetary difficulties and the unsettled state of the country may partially account for the neglect. The wealthy classes of residents and retired mandarins, who in happier days find especial scope for their energies in works of this nature, have been thinned, in many districts, by the murder and plunder incidental to rebellion. And the officials are too interested in peculation, to fulfil a task which involves no little expenditure of money and labour.

THE CHURCH.

THE accounts which will be laid before the Church meeting, on Saturday next, will be much more satisfactory than could have been hoped, six months ago. No less than Tls. 11,773 have been raised by subscriptions during 1867, and about Tls. 2000 more had been subscribed, but not collected, on the 31st December; so that more than half of the Tls. 26,000 needed last autumn to complete the edifice, has been made up. Thus, apart from the badness of the bargain made, the lease of so large a portion of the church compound as was sanctioned at the last meeting, was clearly unnecessary. The only object of the lease was to create security, on which to borrow the sum wanted to complete the church. We pointed out two months ago that, if Tls. 13,000 could be raised before the end of 1868, the lease of the Honan Road frontage at a rental of Tls. 1000 a year would be quite sufficient to pay interest on the loan needed. This sum has been raised; and there is every reason to hope that, before the expiry of the lease, enough further subscriptions would have been realised to pay off the principal. Unfortunately, however, the lease then sanctioned has been concluded, and two frontages of the compound will be unnecessarily choked with Chinese houses, for the next fifteen years, in consequence of this hasty action on a hasty vote. However, there is no use in vainly regretting an accomplished blunder. It only remains to congratulate ourselves on the certainty that the church will soon be finished. The ease with which the financial deadlock, apparent six months ago, has been overcome, has surprised the most hopeful. A liberal response has been made to the call for subscriptions, and a loan has been only too easily raised, to meet the remaining deficit.

So much for the building account. The accounts of the current revenue do not seem quite so brilliant. We notice a debt of Tls. 2,554.65 due by the trustees to this fund; that amount having been employed in meeting various incidental expenses which the sister fund could not, at the moment, defray. The growing fortunes of the Church will no doubt enable the early repayment of this debt, involuntarily incurred. The income derived from pew rents does not appear excessive, as compared with expenditure. Tls. 3,764 only were realised in 1867 to meet an annual charge of Tls. 3,349, in addition to which incidental expenses were incurred to the amount of Tls. 1,314. It is evident that the larger revenue expected from the new church will not be unwelcome. The financial struggles of the trustees being now, apparently, at an end, we fear the lively interest which has lately been shown in church meetings will die out. Nothing but routine business seems to claim attention on Saturday, and this is not, usually, of an exciting nature. In the meantime, no great activity appears to prevail at the works, and heaps of rubbish are accumulating in the compound, to such a height as to partially obstruct a view of that portion of the building which has been raised.

SHANGHAI.

THE Musical proficiency of Shanghai is very remarkable. We have for years been justly celebrated for our amateur talent. The absorbing cares of business never quenched the minstrel fire in our merchants. Now, many of the old heroes of the Concert Room have disappeared, but the race is not extinct. Another and another still succeeds, and whatever else fades Music flourishes.

About two years ago, the various amateurs constituted themselves into a Philharmonic Society. It was called into organized existence by an accident. A company of Opera singers presented themselves in the Settlement, and performed with some approbation. They brought with them a Conductor of great ability, Monsieur Remusat. His instruction was eagerly sought by the amateurs of the place, who cheerfully recognized his competency as an instructor. On the withdrawal of the Troupe, after a successful season, Mons. Remusat remained and was requested to become the "guide, philosopher, and friend" of the musicians of Shanghai. In order to give definiteness to the arrangement, the amateurs called themselves by the venerable name of "A Philharmonic Society;" agreed to submit to the time-compelling baton of the maestro, and to give him as a substantial mark of their obligations, the profits of two concerts a year. This scheme has, so far as the public are concerned, worked very well; delightful concerts have been given at the Shanghai Club, at the Lyceum Theatre, and at the Freemasons' Hall, for admission to which the residents who are non members have very cheerfully paid their dollars. It has been a pleasant break in the monotony of Shanghai life, to pass an hour listening to really good music carefully executed; and the music of our amateurs has perceptibly improved. Those who remember the way in which the great "Pastoral Symphony" was performed last year, or the brilliant execution of some recent overtures, will be anxious to have an early opportunity of hearing the orchestra again discourse such "excellent music."

Our issue of Wednesday contained an advertisement which gives us hopes of having more frequent concerts on a new system. For reasons best known to the Committee and members, the system of ticket taking or paying at the doors for admission to these entertainments, is to be discontinued. We are at a loss to know why this is regarded as objectionable, as it is well known that at all performances certain expenses have to be defrayed, and it is but fair that those who enjoy the results of much labour, should subscribe to protect their kind entertainers from pecuniary loss. With the system of payment for amateur concerts or theatricals we are by no means disposed to complain. At the same time we confess that the new rules of the Philharmonic are likely to give more general satisfaction than the old ones. The society, which has hitherto consisted "of those who were able to play some instrument of music," will now be extended to comprise all those who can pay five taels *per annum* in order to hear instruments of music played. The subscribers of this reasonable sum will have the privilege of admission to the Concerts "together with the female members of their families," and will not be expected to take part in playing. The lovers of Harmony and not the awakeners of it will, in effect, form the bulk of the society. We conceive that the advertisement to which we refer contains only a faint outline of the scheme, as there are some details of practical importance which, up to the present date, want explanation. We presume that the selection of pieces, the times of the Concerts &c., will be left to the direction of the Committee, or at least to the playing members, and that the bulk of five tael subscribers will have no share in the administration of the Society. We cannot comprehend the stern announcement which occurs at the foot of the advertisement, to the effect that "no Public Concerts for any purpose will be given." On several occasions the Philharmonic Society has come most liberally forward to assist deserving charities, and we see no reason why they ostentatiously publish the fact that their warm hearts are henceforth to be adamant. There are other points which require explanation and readjustment; but we may congratulate the Society in the main on its new system which is, we believe, likely to promote the interests of Art in our cosmopolitan community.

We are deservedly proud of our Municipal arrangements. Though they have cost large sums of money, it cannot be denied that in all essential respects the settlement is, to use a nautical expression, "well found." The admirable working of the Police Regulations cannot be too highly praised. The efficiency of the various executive Committees is attested by the excellence of the several departments they superintend. At present, however, the most important possession we have, seems to be imperilled. We have passed an unhealthy summer, and are in the midst of the months which usually recruit exhausted energies; yet at this critical time, the health of the community is assailed. Why, we are at a loss to learn; but for some unknown cause the drainage is at present most defective. There must be some obstruction of a serious nature somewhere, to occasion the noxious smells which pervade the streets. Some of the narrower roads—the Hankow Road for instance—are very bad, and at all the corners and cross-ways the stench is too perceptible. The Canton Road, or as the Chinese call it Chess Board Street, is by no means a pleasant place to walk through when the sun is up, and the health of residents in that street must really be in jeopardy. The medical science of our day has proved to demonstration that many of the epidemics, which have visited country towns and villages in England and on the continent, have resulted from defective drainage; and the result has been that, for the last twenty years, public attention has been directed to this subject. When the model settlement was laid out, a very comprehensive system for carrying off impurities was proposed; but the result was unsatisfactory, as the plan which would have done the work thoroughly was never carried into effect. The necessity for retrenchment began to perceived, and the economy, as is often the case, was applied to the department where profusion would have been most pardonable.

Hoping that these general remarks may arouse the attention of the community, we pass to the special subject of complaint, to which a correspondent "Egouttage" invites attention. At the end of the Church Compound, within the enclosure, there has been for years a large pond. It has been preserved for a specific object, viz. the supply of engines in cases of fire. Many persons have suggested that the pit should be filled up, as it was not remarkable for picturesqueness, and was singularly inappropriately placed. But such objectors have always been silenced by the one reply: "It is the reservoir of Shanghai." We fear that the time has now arrived however for closing the tank, which promises to become very soon a pestilential nuisance. A number of Chinese workmen and their belongings will probably be employed, for some months to come, in the Church compound. This rank and filthy crew are quite beyond the control of overseers and policemen; and they have made the pond fronting the Keangse Road, the receptacle of all impurity. It now menaces the health of the neighbourhood, and should be promptly closed. We presume the Church Trustees are the persons to

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

whom application for permission must be made, and we are assured that such permission will be promptly granted. Health is a primary consideration, and we hope this important sanitary measure will not be longer delayed. In case of a conflagration in the heart of the foreign settlement, it was convenient to have a source of water supply at hand; but as the majority of fires which take place occur on the Hongquo side, or in the French Concession—that is to say in localities accessible to the Bund Frontage—or in the suburbs of the city, we shall not have serious reason to regret the closing of the old reservoir.

When the new church is finished, and the present dilapidated wall replaced by handsome railings, the piece of water will not be much missed. Indeed, had it been allowed to remain, we should have had to throw an ornamental Gothic bridge across it, to approach the church, and this would have added to the expense of the undertaking, and would probably have appeared to many a piece of bad taste.

THE SHANGHAI CLUB.

A meeting of Shareholders was held Monday afternoon, Mr. Fearon in the Chair.

On the proposal of Mr. Hancock, seconded by Mr. Pomeroy—the minutes of the last meeting were confirmed.

On the proposal of Mr. Ashton seconded by Mr. Hyslop, the Resolutions passed by the last meeting were also confirmed.

The Chairman then read the names of the gentlemen who had been elected to serve on the several Committees, as follows.

Members, Committee:—Messrs. Baker, Ashton, Hudson, Crossman and R. Miller.

Shareholders Committee:—Messrs. Bell, Fearon, Oliphant, Porter, Hargreaves, Forbes, and Lemann.

Law Reports.

H. B. M. SUPREME COURT.

February 3.

Before Sir E. Hornby.

In Re Alcyone and *Lady Love*—cross action for damages by collision.

Mr. Eames appeared for the *Alcyone*.
Mr. Myburgh for the *Lady Love*.

Mr. Eames, in opening the case, stated that, in accordance with a request that had been made to him, he would ask that all the witnesses be desired to leave the Court room. He also mentioned that there had been great difficulty in procuring the necessary witnesses. There was no important law point involved in the case; it was simply a matter of credibility depending on the testimony respecting one fact. The substance of the case was very simple. On a certain day two ships were coming into the harbour, and each of them gradually shortened sail. The conflicting evidence is respecting their distance when they began to shorten sail. Both ships were on the same course and going near the wind. If the *Lady Love* had given intimation of intending to anchor, it would have been easy to pass clear of her. She gave no such intimation when she anchored, and ran out too much chain; hence it was impossible to avoid collision. (Here was read a quotation to the effect that if one ship by any means puts another in peril, the other is not responsible if she does not do the best thing possible under such circumstances.)

Capt. G. Brown, master of the *Alcyone*.—When entering Shanghai on December 27th, the *Alcyone* came into collision with the *Lady Love*. He first saw her at Woosung. They got underweigh together, and he followed the *Lady Love* up the river at a distance of about two miles. At about 1½ or 2 miles below the Harbour Masters Hulk both began to shorten sail. The Pilot asked witness where he should bring up the ship. Witness said below the shipping, because he did not know where he might have to take the ship to. Just below the Hulk he saw the *Lady Love* haul in her weather main braces and back her main topsails etc. Did not see her let go her anchor, nor hear the sound of it. Only saw the chain running out. Immediately put his helm hard up, squared his main yard, let fly every thing aft and tried to come under the stern of the *Lady Love*. Could not clear her because she went fast astern and the crew could not stop her. The *Alcyone* was coming up close hauled. When we first discovered the *Lady Love* was at anchor, we were only about 100 yards astern of her. The *Lady Love* let out 100 fathoms of chain, perhaps more. Our starboard bow struck her main rigging. (Here a plan of the river with position of the ships was shown to the Court.) After putting up the helm the ship fell off 4 or 5 points. I did not look at the compass. Our ship was much injured. The other ship was damaged in the starboard side by our anchor going through that side. The shock brought us up alongside. The *Lady Love* was riding by her anchor. The *Alcyone* has not yet been repaired. I had a licensed pilot on board. Pilot was on the poop at time of collision. Crew and officers were at their posts; could only have done as was done. Could not anchor, or should have gone under the bows of the other ship.

To Mr. Myburgh.—Have been to Shanghai before. Have gone right up to berth without bringing up. Do not know I ought to bring up near the Harbour Master's Hulk. Have come to at the Hulk only once before. Three other times was towed up. Did not intend to come up on a flood tide without steam. Thought the *Lady Love* shortened sail with a view to anchoring eventually. Did not see the Harbour Master's boat go to the *Lady Love* before she anchored. Saw no ships below the hulk or below the *Salacia*. Do not know why she altered her sails. It might have been to let us pass under her stern. Do not know if her helm was put hard down, did not see her come round till one minute after changing the sails. It was necessary to put the helm down in order to swing round. What she did would have taken her out of the way if she had not let go her anchor. From the time when we saw her back her top sails &c., till we put our own helm hard up, perhaps was half a minute. Could get over the distance of 100 yards on a flood tide perhaps in not more than a minute. When we first saw the chain of the *Lady Love* she was going astern. Immediately we put up our helm, the ship wore off; but since the *Lady Love* was going astern we could not clear her. We struck her on the starboard bow in trying to get between her and the Harbour Master's hulk. I saw all this from the poop. Was on the poop all the time. The weather was cold. Was on the poop bare-headed and without a coat. Was getting ready to go ashore as soon as possible. Had been below before, and came on deck immediately I heard the order to put the helm hard up. Had been on deck previously, 4 to 5 minutes before the collision. I went down, and had pulled my coat off. When I heard what was going on I ran up on deck, and in 1½ or 2 minutes after, the ship struck. When I got on deck I saw the chain of the other ship. Was below perhaps two minutes. Had told the pilot to bring the ship up just inside the Harbour Master's hulk till I knew where she was to go. Did not see the Captain of the other ship till the collision. From the time of the collision till the time of striking the hulk, I cannot say how many minutes elapsed. There was a strong tide. Both my own anchors were ready. Do not know the distance from the place where the *Lady Love* anchored to the Harbour Master's Hulk. In spite of the *Lady Love* sails being set, and the strong tide, together with the strain resulting from the collision, yet the anchor held both ships.

To Mr. Eames.—I have had 17 years experience at sea. Have never seen a ship come to in that way. It is a doubtful proceeding to bring a ship up in such a manner.

To the Court.—The order to put the helm up was given by the Pilot.

John Baron I am a licensed pilot. Was on board the *Alcyone* when she came up the river on 27th December. On the way up saw the *Lady Love* at Woosung. She came in a head of us. We were coming up under canvas. The wind was N.W. It was a free wind and we were close hauled. Both ships shortened sail when about abreast of Collyer's dock. Subsequently the *Lady Love* anchored just outside the Harbour Master's Hulk. I did not see her let go the anchor. I did not see she was anchored till she was perhaps 100 yards off from us. She had her spanker jib and fore top sails set. There was nothing to prevent her lying there till we had passed her. When I saw she was at anchor I put the helm up and thought the *Lady Love's* anchor would have held her. The ship was heading about S. W. by S. when the collision occurred. *Lady Love* had perhaps paid 90 fathoms of chain. Cannot see why she paid out so much chain. Have been pilot five years and 9 months in Shanghai. I receive no instructions as to berthing ships from the Harbour Master. He brings the orders on board when the ships come up.

To Mr. Myburgh.—It is usual for ships not in tow to anchor near the Harbour Master's Hulk. It would be dangerous for a ship under sail with a flood tide to come up among the shipping. The *Lady Love* not being in tow, I presumed she would not go up amongst the shipping. I imagined she would anchor at the usual place between the Hulk and the shipping. From the time of leaving Woosung till the collision, we gained rapidly on the *Lady Love* and were keeping her one point on the starboard bow all the time. I shortened sail at the same place as the *Lady Love*. When the *Lady Love* anchored she had not the usual sails up. I did not know the "rule of the road" that a vessel overtaking another must make way for the vessel being overtaken. The moment I saw his topsails aback was when about 100 yards off, and I then put the helm up. I saw no sign from the ship. I know Mr. Snowdon. He is a licensed pilot, but belongs to another company to mine. Capt. Brown was below when I gave the order to starboard the helm.

To Mr. Eames.—It was impossible for me to go to windward when I saw the other ship going astern.

William Harper. — I am keeper of Messrs. Gibb, Livingston and Co.'s godowns. I saw the collision. It occurred below the Harbour Master's hulk. I was standing on Messrs. Gibb Livingston's wharf at the time preparing to cast off a ship. The collision took place about three-quarters of a mile below the wharf. I first saw the vessels rounding the point two miles off and coming up under sail. I do not know their relative positions. The first of the two anchored. I knew she anchored by her head coming round to the wind. I did not see her anchor let go. I saw the chain and then knew she was anchored. She was hauling down the jib at the time I saw the chain running out. Distinctly saw the chain running out because I had glasses. When the *Lady Love* let go her anchor I did not see what the other ship did till three or four minutes after I did not see how much she changed her course. I am a master mariner, and have had experience at sea. The *Alcyone* could not go to windward of the *Lady Love*. Do not consider the *Lady Love* was brought up in a proper manner. Could not see if the chain of the *Lady Love* parted, or if she afterwards rode by her anchor.

To Mr. Myburgh.—I could not see if the anchor chain was all run out. I do not know how far off the *Alcyone* was. I do not know how far off the vessels were when I saw the *Lady Love* haul down her jib. From when she hauled down her jib to the collision, I do not know what time might have elapsed. The mainyard of the *Lady Love* was put aback, and was aback when the jib was being hauled down. I watched the vessels till they came into collision with the Harbour Masters Hulk. After the vessel's collision with each other I do not know what time elapsed till they struck the Hulk. I know Capt. Gladson, I never told him I did not see the collision. At the time of collision the *Alcyone* had her 2 topsails, her jib, her fore-sails and spanker set. Would have lowered the sails had I been master of *Lady Love*. Through not having lowered sails the ship went astern so fast.

John Brown. First mate of the *Alcyone*. I was mate at the time of collision on Dec. 27th. The *Lady Love* was from 200 to 300 yards a head of us from Woosung to near the Harbour Masters Hulk. When about 150 yards astern of the *Lady Love* I was forward attending to my duties. I saw the *Lady Love* put her helm hard a port, square the main yards, haul the topsails back &c. I saw that she had from 100 to 150 fathoms of chain out, and was trying to stop its running out by means of the compresser, but could not succeed. We struck her with our starboard bow in her midships. After the collision the two ships swung with the flood and just touched the Hulk. After about 20 minutes the steam Tug "Titan" came up and gave a warp to pull clear. I did not see there was any hailing or signalling from the *Lady Love*. The Pilot was on the poop with the Captain.

John Riley, I am second officer of the *Alcyone*. I was on board during the collision, and saw the whole affair. Did not see the anchor of the *Lady Love* let go. When she came to, I saw the chain, and thus knew she was anchored. The *Alcyone* was close hauled to the wind. When the Pilot saw the *Lady Love* was at anchor he let go the spanker and let the ship fall off. I did not see the compass. When I saw the *Lady Love* she was on the starboard bow. She could not hold on to her chain and hence the collision. There were from 200 to 300 fathoms of chain out. We struck her on our starboard bow; much damage was done. The *Alcyone* was brought to by the *Lady Love*.

To Mr. Myburgh.—We were in her wake about 150 yards off; but did not hear her let go her anchor. At the time of collision was on the quarter deck. I saw but one man at the break till the collision, and afterwards several others, trying to ship the break into the compresser. I saw all this from the quarter deck. Other men were afterwards called up to the windlass. I heard and saw the chain run out after the collision. We struck nearly end on. We struck her in midships between her fore and main rigging. Our starboard anchor was jammed into her side. Do not know how long it was from the time of collision to reaching the Hulk. Have been to sea 16 to 17 years. Have never seen two ships approaching an anchorage so close together.

Herman Yanson.—I was at the wheel on board the *Alcyone* at the time of collision. The pilot was on the starboard side of the poop. First knew the *Lady Love* was anchored when I saw the chain running out. The pilot ordered the helm to be put hard up. I put it up as quickly as I could, I did not notice the compass. The ship fell off as fast as she could; I do not know how many points.

To Mr. Myburgh.—I put the wheel hard up before I saw the chain, at the order of the pilot.

This closed the case for the *Alcyone*. The Court was then adjourned for one hour.

Mr. Myburgh then addressed the Court. In the present case there exists the usual amount of conflicting evidence. I am prepared to bring forward witnesses whose evidence will be directly opposed to that of my opponent. He has many interested witnesses and one disinterested. I can also produce a witness entirely unbiassed, and his evidence will be therefore of the greatest importance. It appears that the *Lady Love* was coming up the river on December 27th, followed by the *Alcyone*. The two ships were never less than two miles distant till the time they were about two miles from the Harbour Master's Hulk. In those two miles the *Alcyone* gained upon the *Lady Love*, and when near the Harbour Master's Hulk was distant ¾ or ½ mile. The *Lady Love* then anchored with her jib hauled down and her main topsails aback. She then swung round nearly athwart the river when the *Alcyone* ran into her. The pilot can explain the reason for his movements. The *Lady Love* brought up with 15 fathoms of chain out. The chain was stopped at 15 fathoms. This being proved, my opponent's statements respecting the chain fall to the ground. The anchor on being taken up showed that the chain parted at 60 to 70 fathoms. The chain was broken through the strain of both vessels going astern, and could hardly have parted before the collision. The case simply resolves itself into the fact that the *Lady Love* was coming up the river, giving every indication that she was going to anchor; that she did anchor, and that through want of foresight the *Alcyone* ran into her. The *Alcyone* approached her contrary to the rule of the road; she should have kept out of the way whether the *Lady Love* anchored or not. She should have gone considerably to port or to starboard so as to clear the *Lady Love* whatever she might be doing. The *Lady Love* anchored at the proper place, gave every indication that she would anchor, and in fact did every thing she could have done. She only went astern to the extent of 15 feet, and after the collision tried to check the chain, but ineffectually. The strain of the two ships together with the wind and tide caused the chain to part. Captain Gladson has a certificate respecting the weight and strength of anchor and chain. It was a 1⅜ inch link chain, 135 fathoms in length and tested to the weight of 34 tons. The anchor had borne a tension of 19 tons, 10 cwt., being the Admiralty test for a 23 cwt. anchor. The accident was plainly not owing to defects in these things. Looking at all the circumstances, it arose from great negligence in the pilot of the other ship in not displaying due foresight. At any moment the *Lady Love* was justified in anchoring, and the *Alcyone* is entirely to blame for approaching under such circumstances. No blame can be attached to the *Lady Love*, but my opponents should have laid the blame on the wind, or tide, or some other cause rather than charge us with wilfully getting in their way. The blame is entirely on their side, as will be proved by the evidence of our witnesses.

William James Yule deposed. I am Chief-mate of the *Lady Love*. Have been at sea since 1843, and hold a master's certificate. Have had command of a brig. Remember the morning of the collision Dec. 27th. Before coming up the river was lying outside the mark at Woosung. Had a pilot on board. Weighed anchor at 10 a.m. Noticed the *Alcyone* long before weighing anchor. She weighed anchor rather after us and followed us up the river at a distance of about 2 miles. She was never less than a mile till after passing the powder hulk. We began to shorten

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

sail about the same time that she did. After passing the powder hulk we again reduced sail. The *Alcyone* did not shorten sail. I was on deck all the time, standing on the fore castle. We prepared to anchor more than ½ mile below the Harbour Master's hulk. I assisted to haul down the jibs and then went to see after the chain. When we let go the anchor we had no sails except the 2 topsails and mizen. The pilot gave the word to drop anchor. The helm had been put down just previously. The Carpenter was forward with me under the forecastle at the compresser, before the jib was hauled down. There are two compressers in the ship. One is used to ride by and the other to check the chain in coming to anchor. I saw the chain run out. I let about 12 fathoms run out in the first instance. I then eased the chain till 15 fathoms were out, upon which I checked it. The chain was perfectly under control. It was controlled by the iron breaks going round the pulley on the windlass, and pressure being applied to the lever etc. Charles Thomson was holding the break. I let out the chain 1 or 1½ minutes before collision took place. I last noticed the *Alcyone* about ½ mile distant and shortly before the pilot gave the word to let go the anchor. When I eased the chain till 15 fathoms were out, I did not suspect there would be any collision. I checked the chain 1½ minutes before the collision. I saw that the *Alcyone* could not clear. We had swung to anchor ⅔ of the way round before collision. Even if the anchor had not taken hold, we still should have swung to it. I saw the anchor had taken hold. I knew it held from the way in which the vessel swung. The *Alcyone* kept on the same course, her sails not hauled down. The pilot was on the poop during the whole proceedings. He signalled to the other vessel by moving his hand and calling on them to starboard their helm. He shouted "my anchor is gone." The *Alcyone* came down on us at an angle of 60 to 65° on the starboard side. Her stem struck at about 15 or 20 feet before the main rigging. After the blow was struck the chain, "took charge" from the violence of the shock. The windlass could not be held through the strain on the chain, and thus the ship dragged towards the Harbour Master's hulk till the chain was run out. I did not know the chain had parted. We were brought up at the Harbour Masters hulk. When cleared of the hulk, a tug came up and beached the ship. We first knew the chain was parted on the next day. The chain parted between the 60 and 70 fathom shackle. I was present when the anchor was picked up. I measured the distance from the spot to the Hulk, and found it 187½ fathoms. We let go anchor in 5½ fathoms water, our stern being at the time about 150 fathoms from the Hulk. After letting go the anchor we drifted astern till the chain was off the starboard bow. Before anchoring we laid square the main yard as is usual in such circumstances.

To Mr. EAMES.—After bringing up we did not apply the compresser because there were only 15 fathoms of chain out. Did not heave the compresser tight till the chain was out. Could have broken the chain myself if I had been at the compresser. I did not screw down the stopper on seeing the *Alcyone* because I thought we might want to pay out chain. I saw the anchor picked up myself. In 187½ fathoms there was room for the other ship to pass clear. I cannot explain why the accident should have occurred. Although the ship was drifting with 70 fathoms of chain, I never knew the anchor was gone. I never made fast to the Hulk.

Captain BATTEN deposed. I am assistant Harbour Master. I was on board the hulk on the 27th December, and remember the collision between the *Alcyone* and *Lady Love* on that day. I saw the two vessels half an hour before collision. I saw them coming up under sail. The *Lady Love* was foremost. As she approached the hulk she hauled down her jibs, backed her main topsail yard and let go her anchor. Only the topsails and spanker were set when she anchored. None of the topsails were lowered. She put her helm to port and luffed up, and swung round with the tide. When she shortened sail the *Alcyone* was about 600 yards distant. Could not see if her helm was put one way or the other. The *Lady Love* appeared to be swinging round before the collision. She could not have swung unless she had been brought up. She did not appear to be drifting astern toward the Hulk before collision. The *Alcyone* struck the *Lady Love* before her main rigging, stem on. The two vessels drifted towards the Hulk. I do not know if they dragged the anchor. From the time the *Lady Love* brought up to the time of the collision, I do not know how long a period elapsed. The *Lady Love* anchored in the proper place for ships to anchor, before a berth has been assigned to them. Vessels ought to be brought to at the Hulk. I judged the *Lady Love* was coming to anchor near the Hulk. I remember the *Alcyone* had her jib and topsails set before the collision. Before the collision I did not see them throw the topsails back or square the yard. I have been at sea many years. If I had been on board the *Alcyone* and seen the *Lady Love* haul in her jib and lower topsails, I should have thought she was going to anchor.

To Mr. EAMES.—I am sure she hauled down her jib before she let go the anchor. There was a strong N.W. wind at the time. She swung round quickly. I could hear but not see the chain. Could not know when the chain stopped running. Vessels must bring to near the Hulk. No orders to this effect are generally published.

To Mr. MYBURGH.—I did not hear the chain paid out when the ship ceased to swing. When I heard the chain paid out it was after the collision, when in my boat. I saw her swing round, and judged that the chain had been checked.

JOHN SNOWDON.—I am a licensed pilot. Do not belong to the same company as Mr. Baron. Have been pilot 5 years and 7 months. Took charge of the *Lady Love* on December 27th. I remember the collision with the *Alcyone*. She followed us up the Wongpoo from Woosung. The minimum distance between the ships was about a mile till the sails were shortened. Sails were shortened abreast of Collyer's Dock. We continued to reduce sail till reached the anchorage. We then had two top-sails and spanker. The Chief mate was on the fore-castle and the carpenter with the windlass. One was on the fore-castle attending to the break. I checked the vessel with 12 fathoms of chain. Afterwards I paid out 3 fathoms and held on. The ship swung two-thirds round when the *Alcyone* ran foul of us. When I hauled down the jib and prepared to anchor, the *Alcyone* was from 600 to 700 yards astern of us. When I let go the anchor she was 500 yards distant. I saw her keeping on her course and expected she would run into the *Lady Love*. I stood up, waved my hand and said "Let go your anchor; my anchor is down." I let go the anchor about 170 or 180 fathoms from the Hulk. The chain afterwards ran out by the force of the blow. The ship drifted on to the Hulk and just touched the Hulk on one quarter. I brought up the *Lady Love* in the proper place. I know no other signal of going to anchor than those I gave. Have examined the windlass of the *Lady Love*. It is a patent one and works with capstan on the forecastle head. The rule of the road is that a vessel going astern of another must shorten sail and give it a wide berth. The *Alcyone* did not do so.

To Mr. EAMES. The vessel astern must shorten sail and give the other a wide berth whether it is going slowly or fast. Had swung two thirds round at time of collision. The wind was increasing gradually, and was a 4 or 5 knot breeze. The tide was running at about 3½ knots. It took 3, 4, or perhaps 5 minutes to swing round. The *Alcyone* never changed her course. I cannot say what was the object the other pilot had in view. I think he might have got clear by putting down his helm and letting go the anchor.

J. GIBBARD I am a carpenter on board the *Lady Love*. When I saw the *Alcyone* approach I was at the windlass. I paid out 15 fathoms of chain by order of pilot. Before we brought up I saw the *Alcyone* some way astern. Afterwards heard the pilot shout. Do not know what he shouted or to whom.

ISAAC DALBY.—I am an A.B. on board the *Lady Love*. I was at the helm during the collision. I steered by the pilot's orders. Shortened sail below the Powder hulk. Pilot ordered the helm down and I put it down. The pilot was on the house and the vessel was swinging. I saw the *Alcyone* before the anchor was gone. Afterwards saw her coming down on our beam. Pilot shouted and held up his hand. The people on the other ship must have heard him and heard the chain. From the time we anchored till the collision was from 5 to 10 minutes. I remained at the wheel and did not see the *Alcyone* change her course. There was room for her to pass by, if she had changed her course.

HENRY BELL.—I am an A. B. on board the *Lady Love*. Was heaving the lead on Dec. 27th. Saw the *Alcyone* approaching. Did not notice her when the anchor was dropped. Was then coiling up the lead line on the house. When the *Lady Love* swung round saw the *Alcyone* again, did not see her change her course. Do not know what was done on board of her. Did not hear anything from her pilot, but heard our pilot shout to her to keep off. The *Alcyone* was in hail at that time, but when the anchor was let go she was too far off to hail. I saw the Captain of the *Alcyone* come out of the "companion" in a Crimean shirt. He said "Oh! my God, this is a pretty mess of it." Anchored at ½ less 4 by the lead. I cast the lead just before the pilot gave his orders.

EDWIN SMITH.—I am second officer on board the *Lady Love*. Was on board at the time of collision, carrying out pilot's orders about the sails The ship anchored on the N. side of the river near the Harbour Master's hulk. After we had been at anchor 4 or 5 minutes, noticed the *Alcyone* approaching. She kept on one course, about five points on the starboard bow. I thought she would collide. Our ship hailed her and shouted to her to put her helm up. Seeing the ship did not go off I shouted "let go your anchor." They ought to have heard me. Was present when the distance from the anchor to the hulk was measured. It was 187½ fathoms. She was so near that I saw the people's heads about the vessel and the man at the wheel. I also saw the Captain come out of his cabin in his shirt sleeves.

To Mr. EAMES.—I am sure the *Alcyone* did not change her course till the collision. She was on our weather wake all the way up.

Mr. MYBURGH then addressed the Court. In summing up it is necessary to have it borne in mind that our line of defence has been based upon the peculiar features of the case, for we are not only defendants but plaintiffs. The case has been fully established, and on the *Alcyone's* own shewing their case is out of Court. They have been proved to be wrong in following in the wake when the *Lady Love* was going to anchor. The *Alcyone* was the overtaking ship and therefore, whatever she thought the *Lady Love* was going to do, she should have given her a wide berth. If the *Alcyone* is free from blame, or if the *Lady Love* is to blame, then what other precaution must be taken or what other indication given in similar cases? It would reduce all such cases down to nothing else than—you were run in to and you must pay the damages. I am prepared to leave out much of the other testimony and rest on the evidence of Mr. Batten who is an unbiassed man and a man of experience. He shows that the ship anchored in the proper place, and that if the *Alcyone* had gone to starboard she could have gone under the other's stern. Accidents of this kind continually occur from want of foresight and this was entirely through want of foresight, on the part of the *Alcyone*.

Mr. EAMES.—The examination of the witnesses shows much absolute contradiction. My opponent relies on Mr. Batten's testimony, yet the testimony of Mr. Harper is equally as disinterested. The Court must consider the probabilities of the case. The rule of the road has no application here. It is as if a man were to lie down in the street and then complain if people rode or drove over him. The law does not mean that the first ship may do as it pleases and the other must bear the responsibility. Each ship has a right to suppose that the people in the other will act rightly.

His LORDSHIP after consulting with the Nautical Assessor then gave judgment that there was wrong on both sides. The *Lady Love* ought to have given proper warning, that she was going to anchor; and the *Alcyone* was wrong in going too near her.

Judgment was given for defendants on each side.

Tuesday, Feb. 4th.

Before R. A. MOWAT, Esq.

JOHN FLYNN *v.* W. CANTY.

This was a claim of $84.12½ for money lent etc., and of $101 for board and lodging. In all $185.12½. The plaintiff deposed that he was house keeper of the "Angel" in 1866 and 1867. The defendant come to the house as boarder in Dec. 1866 and remained till April 1867. The usual charge is $35 per month and this he was aware of. There was a further sum due for refreshments, money lent, and cash paid; amounting in all to $365.12½. The sum of $180 has been paid on account; the balance of $185.12 is now sued for.

The case was adjourned till Wednesday.

REYNOLDS *v.* MEDHURST.

Our readers will remember an action brought in this case in April last, to recover Tls. 6,240 alleged for the plaintiff to have been misapplied by the defendant when acting as H. B. M. Consul at Shanghai, in 1862. Judgment was given in favour of the plaintiff; but he has not yet recovered any portion of the sum; neither has he, pending this recovery, paid the costs of his counsel. The latter accordingly put an execution in Mr. Reynolds' house last week—a proceeding which called forth a long letter from Mr. Reynolds,—which we regret we are unable to insert at length, explaining the circumstances. Mr. Reynolds is naturally anxious to explain that the cause of the "distress" was simply a disinclination on his part to pay costs in a case, "Reynolds *v.* Medhurst," which he had gained before the Chief Judge; but in which he has not yet received a cent of the large sum awarded him. It is no doubt hard that Mr. Medhurst should have to pay heavily for an error in judgment as Consul; but it is equally hard that Mr. Reynolds should lose, through Mr. Medhurst's error, and find himself obliged, moreover, to pay the cost of obtaining an inoperative judgment. Mr. Reynolds concludes by saying:—

"For the last five years there has been lying(!) in the British Consular chest seventeen hundred and twenty odd taels due me from the estate of Wynter & Co., as per Mr. Medhurst's own statement. The whereabouts of this sum, I am sorry to say, is not yet known. Would it not have been more considerate and satisfying the ends of justice, had H. B. M Consul and Sheriff, knowing that money ought to be there, levied on that amount for and on behalf of an unacknowledged claim by P.A. Myburgh, Esq., Barrister at Law, and spared me this public indignity?

Ever since it has been required that British subjects should have the exclusive privilege of being registered, I have yearly paid five dollars for a certificate. In my case I am at sea to understand the force of the note at foot running. "This certificate "of Registration must be kept by the "party in whose favor it is issued, if he "would avoid *delay* and *inconvenience* while "resident or travelling in China." This document having the Royal Arms of England, but I have not yet found out its efficacy. I am carefully preserving it, being kept in a gilt frame on my mantlepiece.

This called forth the following correspondence from H. B. M. Consul and Mr. Myburgh, from which it will be seen that Mr. Myburgh had in the meantime stayed execution.

"Mr. Winchester sincerely regrets that his earnest wish to have the distraint for Mr. Myburgh's taxed costs conducted with the least possible annoyance to Mr. Reynolds, should not have been accomplished.

The following are the terms of compromise offered by direction of Her Majesty's Minister to Mr. Reynolds.

1st.—Payment of his taxed costs.

2nd.—Payment, on H. E.'s official responsibility, from the Consular Chest of a sum equivalent to the balance of Wynter & Co.'s estate viz., Tls. 2,003.91.

3rd.—The submission to the decision of the Secretary of State (practically the law officers of the Crown) of the point raised with reference to the priority of the mortgages, this being the question reserved in the judgment of Sir E. Hornby.

The day after the warrant of execution was sealed, a note was written to Mr. Reynolds that these terms were still open, and that, on an intimation of their acceptance, the costs referred to in the warrant would be paid.

CHARLES A. WINCHESTER.

Shanghai, 1st Feb., 1868.

MY DEAR MR. WINCHESTER,

Myself *v.* Reynolds.

It would appear from the notice in this morning's paper, advertising for sale Mr. Reynolds' household furniture, that he is not in a position to satisfy the amount payable under the warrant now in your hands. Had Mr. Reynolds treated me with common courtesy, and seen fit to inform me of his inability to pay my claim for costs paid on his account, and for taxed fees due to me as his Counsel, in the case of "Reynolds *v.* Medhurst," decided nearly a year ago, I certainly should not have proceeded to such lengths to enforce payment. Having no desire to resort to harsh measures and to break up Mr. Reynold's establishment, I should feel glad if you would withdraw the advertisement, and suspend the execution of the warrant for the present.

I remain,

Yours truly,

PHILIP A. MYBURGH.

C. A. Winchester, Esq.,
H. B. M.'s Consul.

It seems strange that, inasmuch as judgment was given against Mr. Modhurst apart from his official capacity, H. B. M. Minister should take an active official part in the case; or that any conditions should be attached to the payment of a sum manifestly due to Mr. Reynolds.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

EPISCOPATES IN CHINA.

To the Editor of the
NORTH-CHINA HERALD.

SIR,—No one can regret more deeply than myself, the repeated and vexatious delays in the consecration of Mr. Russell, referred to in your paper of Jan. 24.

Your article on the subject is, however, so strangely filled with misapprehensions and incomplete statements, that I must beg you in your weekly issue to find a place for a few explanatory remarks.

In the first place, I am able to assert that the proposal for the subdivision of the See of Victoria did not emanate from the Church Missionary Society.

Secondly.—The prolonged and wearying delays in the settlement of the question are not in any sense to be charged to the blunders of the Church Missionary Society.*

In either of these cases—the proposal and the carrying into effect of the plan—external influences (as in your illustration of the thermometer) have directed the action of the Society; and not as you would imply inmate dilatoriness or indecision. †

Thirdly.—The plan now on the tapis the fulfilment of which, in your article, you incline to expect, has no reference whatever to the 23 clergy of the Church of England in China; but solely to the native churches gathered from amongst the heathen in the province of Chekeang, and possibly in the Northern provinces also.

This is the original plan proposed by the Church Missionary Society; and to this point, after much storm and debate, the mercury has returned. Should it again fluctuate, and the plan be quashed a second time, this will not be the fault of the Church Missionary Society.

Fourthly.—I would draw attention to the fact that the statistics you bring forward, though formidable in appearance, are really most deceptive. Bishop Tait can reach any part of this diocese in less than half a day by rail. Able and efficient as he is, yet it is well known that the burden of his charge breaks down his health again and again. As to the Indian Sees, the great and pressing need for subdivision is increasingly felt, and has more than once been brought before the notice of the house of Lords. The fallacy of your argument lies in the fact that you ignore the principle of extent of territory, and not number of clergy merely, as influencing the erection of new Sees.

And in this view, "the common sense of your readers will I think acquiesce in the view I venture to advance," that it is most difficult for the Lord Bishop of Hongkong, residing in the extreme south, efficiently to superintend the clergy and the native churches (now fast spreading inland) throughout his vast diocese.

Fifthly.—I venture to make one remark on the praise you have been pleased to bestow on the American Episcopal Mission, at the expense of the English Missionary Bodies. I do so with the greatest respect for that Mission, with which indeed the Church Missionary Society has ever worked in harmony and union. The contrast, however, which you drew between the two, true as it may be in other respects, is more unfortunate here. I speak under correction; but I believe I am not far below the mark when I say that Bishop Williams, though worthy of a far larger charge, has at present under his jurisdiction, foreign and native priests and deacons all told, only some 6 or 8 clergy. Is the blunder of the Church Missionary Society so very great, and the wisdom of the American Episcopal Mission so very superior, because in your view of the case, the one assigns the half of 23 clergy, and the other a dozen clergy to the Bishop. I am unwilling to criticize the closing paragraph of your article, in which you appear to diverge from your arguments as to the needlessness of a new Bishopric, in order to discuss the merits of the Bishop.

I would only remark, with reference to Mr. Russell, that in addition to his "estimable character as a clergyman," he has a most desirable qualification for one who may fill the office of a Missionary Bishop, namely a thorough mastery of the spoken language of the greater part of his proposed diocese, together with no mean acquaintance with the literature of China; so that on his arrival he will not have to apply himself to the "critical and minute study of the intricacies of the language."

I venture to hope that if these statements be duly weighed, and if above all your readers will take the trouble to enquire more into the work and claims of the Sister Mission, while they praise our American Brethren for their sagacity, and most cordially welcome Bishop Williams, they will not conclude at once that blunders and dilatoriness all belong to the Church Missionary Society.

I remain, Sir,
Your obedient servant,
A MISSIONARY OF THE CHURCH MISSIONARY SOCIETY.

Our correspondent appears to have misinterpreted an argument against the necessity for a Bishop at Ningpo, as an attack on the Church Missionary Society.—ED.]

[* We never said they were.
† We implied nothing of the kind.

TRINITY CHURCH.

THE following accounts have been handed to us for publication:—

BALANCE SHEET, 31ST DECEMBER, 1867.

	Dr.	Cr.
Parsonage account	4,500	..
Parsonage Loan account	..	2,842.92
Suspense account	..	800
H. Dickinson	..	771.57
New Church Building Bund	..	52,440.10
Trustees	2,554.65	..
Chaplaincy account	800	..
Chartered Mercantile Bank	7,575.44	..
Building account	41,480.20	..
Taels	56,860.29	56,860.29

E. & O. E.

Shanghai, 30th January, 1868.

H. DICKINSON,
Treasurer.

Audited,
ROWLEY MILLER.

The Account of the TREASURER and TRUSTEES of the BRITISH EPISCOPAL CHURCH ESTABLISHMENT at SHANGHAI for the year ending 31ST DEC., 1867.

Dr.

1867.	Tls. c.	Ex.	£ s. d
Dec. 31.—To Pew Rents for 1867, say, from British subjects as per app. B..	3,295.94	5/11	975 .. 11
From foreigners as per app. C	468.75	..	138 13 5
To Balance due by Trustees ...	2,554.65	..	755 15 ..
To Chaplaincy account Amt. due to the Chaplain for quarter ending 31st Dec., 1867. Not paid	800 ..	..	236 13 4
Tls...	7,119.44		£ 2,106 2 8

Cr.

1867.	Tls. c.	Ex.	£ s. d.
Jan. 1.—By Balance	2,455.74	5/11	726 9 9
Dec. 31.—By Amount of Incidental expenses for the year ending December, 1867, as per app. D	1,314.02	..	388 14 7
By Chaplain stipend this year	3,200 ..	..	946 13 4
Jan. 11.—By Interest on Parsonage Loan Tls. 2,992.50 a 5 per cent.	149.58	..	44 5 ..
Tls...	7,119.35		£ 2,106 2 8

E. & O. E.

Shanghai, 30th January, 1868.

Audited and found Correct,
ROWLEY MILLER.

We hereby declare upon honour that the above account is just and true, according to the best of our knowledge and belief, and that the average rate of Exchange during the year for sight Bills has been 5s. 11d.

H. DICKINSON,
Treasurer.

W. J. BRYANS,
Trustee.

The NEW CHURCH BUILDING FUND in account current with the TRUSTEES.

1867. Dr.	Taels.
Dec. 31st.	
To Amount at Credit of Trustees in the Chartered Mercantile Bank	7,575.44
" Clerk of work—wages during the year	562.04
" Overseer to Brick works	29.04
" Cost of Sanitary Fittings	5,029.56
" Charges on Fittings—for Rent, Insce. Landing Duty, &c.	258.57
" Shanghai Brick Co. Royalty on Bricks made by Chun Sun Li	728.01
" Chun Sun Li contract for Bricks	3,594.80
" Farnham and Co., paid them account contract	10,000.00
" Wm. Kidner paid him account his commission	1,000.00
" Interest on Debit Balances to 30th June 1867	317.11
" do. do. do. 31st Dec. 1867	13.45
" Interest short charged by the Chartered Mercantile Bank on advances to Mr. Yaou for Fittings orders	37.34
" Circulars—Foundation Stone	10.00
" Trustees in Genl. account Tls. 2,554.65 Parsonage account " 1,057.68	4,211.73
	Taels 33,168.29

1866. Cr.	Taels.
Dec. 31st,	
By Balance	19,955.38
Dec. 31st, 1867.	
By Subscriptions collected during the year 1867	11,773.11
" Interest on Tls 17,720.77 deposited with the Chart. Merc. Bank to 30th June 1867, at 8 per cent	668.83
" H. Dickinson balance of his account	771.27
	Taels 33,168.29

E. & O. E.

Shanghai, 30th January, 1868.

H. DICKINSON
Treasurer.

W. J. BRYANS,
Trustee.

Audited and found Correct,
ROWLEY MILLER.

THE NEIGHBOURHOOD OF NANKING.

(S. C. and C. Gazette.)

Commencing at Chinkiang and extending along the right bank of the river Yangtze as far as the province of Kiangsi, is an elevated plain, differing widely in the physical characteristics from the lower portions of the province of Kiangsu. Crossing near Chinkiang to the west bank of the Imperial Canal, the traveller soon notices the change; instead of a flat level country with no elevations higher than a grave, and intersected in every direction by navigable creeks, he will, if a European, find the more familiar landscape of an undulating country intersected by valleys and running streams, while here and there a mountain or a rocky pass adds interest and variety to the scene. Nor is the soil unfertile; though differing widely both in colour and composition from the lower plain, containing in large proportions the alkaline earths, lime and magnesia, and being of a light ashen brown colour, centuries of cultivation have proved it well adapted for the cultivation of cereals. Yet the present state of this country is a veritable wilderness. Far as eye can reach the coarse annual grasses, which in China invade so rapidly neglected ground, extend; sometimes for miles not a field can be seen under cultivation; the roads are broken up and almost obliterated; while beasts of burthen are scarcely met with. Looked at from an eminence, long rows of villages are to be seen, their brown and moss grown walls and roofs scarcely contrasting at this season of the year with the decaying grasses from last summer's crop; yet a nearer approach discovers towns without inhabitants their houses burnt or deserted; while a few grovelling wretches scarcely subsisting, struggle for existence in the midst of a teeming soil. In fact we have a country here for all practical purposes just as new as the prairies of the western States of America, waiting only for the hand of man to snatch its riches.

The story of its present desolation is a short one: bad government and consequent rebellion have proved alike destructive to innocent and guilty. A Roman Catholic Missionary who has laboured amongst these scenes since the establishment of Imperial authority, speaks in sad terms of the utter demoralization of the people. Their old men and women ruthlessly slaughtered; their young men pressed into the service of the Taipings; their young women carried off and used for the vilest purposes, while their children were daily forced to see spectacles of blood and the most revolting crimes perpetrated under their eyes; it is but natural that the few survivors should have sunk in the scale of humanity. Families, he tells us, have been utterly broken up, husbands seek for wives, wives for husbands; parents and children wander about unaware of each others existence. Amongst his own flock he finds the utmost difficulties: marriage, elsewhere amongst the Chinese hedged in with so many forms, is held in light esteem; often has he to refuse the rights of the church, till proof of the legality of the ceremony can be adduced.

Such is the state to which a fertile and populous country has been reduced by the shortcomings of its government. When the emperor Yaou, according to the *Shoo-King*, in his old age, desired to appoint a successor on whom the labour of consolidating the new empire should rest, Shun, though one of the lower orders, was chosen; his father was obstinate and unprincipled, his mother insincere, and his brother arrogant; yet amidst all these discordant elements he contrived to live in harmony, and exercised over his relations an influence for good. The moral of the tale has since been persistently misapplied by the government of China. As a paternal system it has ignored the duties it owes to its subjects; forgetting that history, in recording the elevation of Shun, has not sought to condone the unprincipled conduct of the father, but to praise the supereminent virtues of the son; who, as having had a sad experience of the effects of ill conduct in the heads of a family, could not fail to apply to the affairs of the empire the wisdom he had learnt in his father's household. Let us enquire then the course which the Chinese Government has taken to restore this country to its former condition. An opportunity has been offered, rare in the annals of the world, of founding anew an old empire; the means are at hand; the fabric of government has not been so entirely disorganized as to deprive it of the power of reform. Yet with the single exception of exempting from payment of the land tax for two years all new settlers who shall undertake to cultivate plots of ground within the district, nothing whatever has been done; and it seems doubtful whether, in the absence of better means of intercommunication, such a remission, unaccompanied by more decisive action on the part of Government, as encouraging the influx of pauper settlers may not have an evil tendency.

In suggesting a practical course to the Chinese we do not fail to remember that the prosperity of each rests on the well being of all. We have passed the day when it could be urged that foreign interests were best served by the misfortunes of China. The effects of political disturbances in China and in the Far West, as well as the monetary panic of 1866 have been experienced by both native and foreign traders alike, and in the present distressed state of trade in China we recognize the natural results of the crisis of rebellion through which the country has passed.

What is required in the devastated districts of China, as in all other new countries, is, in the first place labour and capital to prepare and till the soil; next to these, if at all inferior, are the means of transport. It may almost seem a paradox to affirm that labour is scarce in China, yet all experience goes to prove it: hundreds of poor wretches wander about or nestle in the large cities, but most of these bear the undeniable brand of confirmed mendicancy. The features so easily recognized among the followers of Tien Wang, will seldom be looked for in vain among a crowd of Chinese beggars; the habits of rapine and cruelty fostered in the Taiping ranks were far too strong to be eradicated. But even with a superabundance of labour the settler on the deserted soil finds it impossible to bring his land under cultivation without capital. The old ties of family are broken up; he finds he must pay for his daily labour as well as for the seed to put in the ground. Unless he meet with some exterior support he rapidly falls to the condition of a squatter, and such, in fact, is the position of most of the new inhabitants.

Now it is precisely at this time that a favourable opportunity is offered to the Government. If, instead of merely permitting a settler to occupy the soil, it took some security for his ability to cultivate, a better class of settlers would be encouraged. If in addition to this it provided him with seed for the first year's crop, on the understanding it should be repaid at the first harvest, his ability to cultivate a much larger portion of ground would be secured. But labour also is mentioned above as required, and not only labour but also manure; manual labour seems out of the question, the people have no capital to invest in cattle, yet to yield crops the land must be ploughed and manured. The further provision of oxen by the Government to industrious settlers, seems to be the best remedy; there is no scarcity of fodder, so that the expense of keeping cattle is nil, while they would afford even in idle times a rich store of manure for the soil. The only tenable objection which can be offered to these suggestions, is that it is not advisable for a Government to interfere with the economic arrangements of its subjects; but, in the first instance, the Chinese Government has always claimed a paternal supervision over the affairs of its subjects and, in the second, Governments, especially in new districts, do daily so interfere with the best results.

With all this assistance, however, but little good would really be done without some improvement in the present means of locomotion; and herein the government of Kiangsu is egregiously at fault. Few, if any, better roads were to be found fifty years ago in Europe than that which connected the cities of Nanking and Chin-Kiang; it possessed all the features of a good road; the route was the most direct possible; every care had been taken in its engineering; the levels were good, cuttings having been made where hills were intersected, and embankments in the open plains; the bridges were substantial and well designed for traffic, while the road for a width of 14 or 15 feet was carefully paved with brick. In fact a coach and four could readily have traversed the entire length, with less discomfort than would be met with on many of the mail roads in England. At present the condition of this road is a standing disgrace to the provincial authorities. Here and there indeed some fragment displays the care taken by former Governments, but the greater portion has fallen into the last stage of decay: the bricks have been rooted up, the stones worn by the wheels of barrows lie in confusion; a day's rain renders the track impassable and forces passengers to prefer the waste ground at the sides, while repairs, where attempted, have been executed in such a style as renders the remedy worse than the disease. One or two stones represent many of the bridges, and in many places streams coming down from the hills form deep channels along the track. It is scarcely passable for the pack mules in fine weather, at other seasons it is actually impracticable. When this is the state of the main road, the condition of the inferior ones may easily be guessed; in fact at the best of weathers it is impossible for the wheeled vehicles of the country to traverse them. Without navigable canals and with impossible roads, it is manifestly impossible for the harvests, however abundant, to be fetched to market. Even on the main road rice fetches 30 per cent less than at Chinkiang; in the interior no market can be said to exist. Yet all this occurs during the time of famine in the northern provinces, when the Peking government actually sends down a Commissioner to Hongkong to arrange for the imports of foreign rice. No stronger proof could be urged of its helpless imbecility. With good roads intersecting the country, and good crops continually coming in, with a moderate population living in prosperous circumstances, how much of the present discontent in China might be alleviated, and how shortsighted are those statesmen who cannot perceive that the improved development of the resources of the country would be the most certain means of securing peace and good order throughout the Empire.

JAPANESE POLITICS.

(Japan Times.)

The aspect of affairs at Hiogo is altogether very unsatisfactory. There appears only a remote chance of a trade at some future time, and almost a certainty of a fight immediately. There is very much reason to fear that the pleasing anticipation in which we indulged last mail, of "the remarkable spectacle of a bloodless revolution in Japan" will not be realized.

(Continued on Page 60.)

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Shanghai Tea, Silk, Cotton and Opium Returns for Season Commencing June 1, 1867.

From Imperial Maritime Customs.

TEA.

TO GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Brick.	Total Black.	Japan Unclassed.	Scrts.	Young Hyson.	Hyson.	Twankay.	Imperial.	Gunpowder.	Total Green.
Total as last Report			287,002.99	196.68	3.00	287,202.66	3,738.85	329.20	26,945.95	5,468.10	1,594.23	10,047.07	19,566.58	68,247.65
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	287,002.99	196.68	3.00	287,202.66	3,738.85	329.20	26,945.95	5,468.10	1,594.23	10,047.07	19,566.58	68,247.65

TO UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Oolong.	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Scrts.	Twankay.	Imperial.	Gunpowder.	Total Green.
Total as last Report			..	..	..	..	570.85	36,660.05	6,177.69	427.33	3,136.92	7,583.72	9,476.44	63,763.00
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	..	..	..	..	570.85	36,660.05	6,177.69	427.33	3,136.92	7,583.72	9,476.44	63,763.00

TO HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Dust.	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gunpowder.	Total Green.
Total as last Report			5,608.45	..	40,689.35	46,357.80	..	96.03	2,134.44	253.00	357.20	..	99.01	2,859.64
Erl King	Feb. 1	Hongkong	..	..	..	..	..	..	21.18	..	..	..	..	21.18
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	5,608.45	..	40,689.35	46,357.80	..	96.03	2,155.62	253.00	357.20	..	99.01	2,880.82

SILK.

	To Great Britain.	To Marseilles.	To America.	To Hongkong & Coast Ports.	Total China.	Japan Transhipped.	Grand Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Total as per last Report	25152	6798	328	436	32714	4588	37302
Duplicix	630	381	..	..	..	..	1011
Misca	..	..	..	2	..	..	2
Total	25782	7179	328	438	32714	4588	38315

COTTON.

Ship.	Cleared.	Hongkong. Export	Hongkong. Re-export.	Hongkong. Tran-shipped.	Coast Ports. Export.	Coast Ports. Re-export.	Coast Ports. Tran-shipped.	Japan. Export.	Japan. Re-export.	Japan. Tran-shipped.	Total. Piculs.
Total as last Report		149.00	..	200.00	11,086.67	..	..	4,981.45	..	..	17,246.22
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
Total		149.00	..	200.00	11,086.67	..	..	4,981.45	..	..	17,246.22

OPIUM

OPIUM RETURN FOR THE WEEK ENDING FEBRUARY 1ST, 1868.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna. Chests.	Patna. Weight.	Benares. Chests.	Benares. Weight.	Persian. Chests.	Persian. Weight.
Imported and stored on board Receiving Vessels	773	773.00	..	..	50	60.00	9	9.00
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	..	..	..	..	..	..	..	..
Imported direct to the shore	..	..	..	..	..	..	..	..
Total	773	773.00	..	..	50	60.00	9	9.00
Landed from Receiving Vessels and intended chiefly for Local consumption	17	17.00	39	46.80	59	70.80	..	..

RE-EXPORTED.

Description.	Chinkiang. Chts.	Chinkiang. Wght.	Kiukiang. Chts.	Kiukiang. Wght.	Hankow. Chts.	Hankow. Wght.	Chefoo. Chts.	Chefoo. Wght.	Tientsin. Chts.	Tientsin. Wght.	Newchwang. Chts.	Newchwang. Wght.	Ningpo. Chts.	Ningpo. Wght.	Nagasaki. Chts.	Nagasaki. Wght.	Total. Chts.	Total. Wght.
Malwa	93½	93.50	51	51.00	70	70.00	50	50.00	..	..	..	..	120	120.00	..	..	384½	384.50
Patna	4	4.80	..	..	..	..	..	..	..	..	..	..	13	15.60	..	..	17	20.40
Benares	..	..	..	..	..	..	..	..	..	..	..	..	14	16.80	..	..	14	16.80
Persian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	97½	98.30	51	51.00	70	70.00	50	50.00	..	..	..	..	147	152.40	..	..	415½	421.70

FREIGHTS

FROM SHANGHAI DURING THE PAST FORTNIGHT.

Name of Vessel.	Flag.	Rig.	Tons.	Voyage.	Lay Days.	Rates.	Remarks.
Alicia Annie	British	Barque	300	To Nagasaki and back	22	$ 4.00	Per ton for Coals.
Catharina Jurgensen	Pruss.	"	250	" Tientsin	20	$ 0.50	Per picul.
				Chefoo and Swatow	20	$ 0.32½	"
				Or Newchwang to Swatow	20	$ 0.42½	"
China	Pruss.	Schooner	182	Monthly Charter	5 months	—	Private terms.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

SHANGHAI, FEBRUARY 6, 1868.

IMPORTS.

The dispatch of this, the first Mail under the new Postal Contract, brings this issue very close on the heels of that of 31st January. Business cannot be said to be fully resumed; but large arrivals have caused some speculation—prices remain moderately firm, a declining exchange however, makes the return very unsatisfactory. The *Rachel* arrived on the 31st ultimo, with Coals from Newcastle, N.S.W. The *Sir Jamsetjee Family*, *Devana*, and *Ariel*, from London, with General Cargoes, on the 1st, 3rd, and 5th, the *Leon Crespo* and *Lorton* from Liverpool on the 4th and 5th instant. The *Sir Jamsetjee Family* cannot come over the Woosung bar until Thursday, which will make her less fortunate in her dispatch than the *Taeping*, which Vessel arrived on the 29th January, cleared on the 3rd, and sailed on the 4th of February for Hongkong. The P. and O. Company have sustained another loss by the wrecking of the steamer *Niphon*, some 200 miles south of Amoy. It is feared she may prove a total loss. Full particulars are expected by the French Mail due from Hongkong on the 4th.

SOFT GOODS.—Grey Shirtings—There has been but little doing, sales small, and prices in favour of buyers. The *Devana* and *Leon Crespo* and other arrivals contribute freely to present stocks. The Imports for December 1867, 299,388 pieces against 195,405 for same month 1866.

White Shirtings.—In rather better enquiry and prices firm. Imports for December 1867, 28,268 against 19,653 for same month of 1866.

T-Cloths.—Considerable sales at quotations, Imports for December 1867, 86,688 against 39,125 for December 1866.

WOOLLENS.—This market continues inactive. The Imports in December 1867, as compared with December 1866 stand thus—

	1867.	1866.
Camlots	5,750	8,490
Habit, Medium, and Broad Cloth	2,092	5,143
Spanish Stripes	7,537	6,242
Lastings	2,858	3,137
Do. Imitation	730	3,716
Long Ells	5,800	16,380
Lustres, Figured and Plain	37,777	51,370

STRAITS PRODUCE.—Nothing doing. Large houses not recommenced business.

SUGAR.—No sales of importance. Small shipments to river ports. About 6,000 piculs reported inwards.

METALS.—In our last under this head, by a typical error, sales were made to appear, of Nail Rod Iron, inferior, 300 bundles, of good 40,000 bundles,—instead of 3,000 and 4,000 bundles respectively. The *Devana* and *Leon Crespo* each add to stocks, both of Lead and Iron, and there is little doing at the moment. Imports for December 1867 against December 1866 are reported as follows :—

	1867.	1866.
Iron, Nail Rod and Bar	7,953 piculs.	3,708 piculs.
Lead, in pigs	6,294 ,,	9,680 ,,
Tin	3,116 ,,	2,738 ,,
Tin Plates	769 ,,	Nil

COALS.—In the absence of business, the heavy stocks have almost paralysed the market. Prices have been quite nominal during the past week. Australian and Anthracite are the only kinds that can be readily disposed of.

Cardiff,	per ton	Nominal.	Tls.	11.50	from ship.
English	,,	do.	,,	10.75	,,
Anthracite	,,	do.	,,	14.50	,,
Sydney	,,	do.	,,	10.25	,,
Japan	,,	do.	,,	6.75	,,
Formosa	,,	do.	,,	6.50	,,

Imports of all kinds in December 1867—7,144 tons ; 1866—7,684 tons.

LAND, HOUSES &c.—At public sale held on the 3rd instant, by Messrs. Cowie and Co. A property in the Szechuen Road near the Soochow Creek, consisting of an eight roomed house, and land measuring Mow 7, f 4, le 7, was sold for Tls. 9,900.

SHARES—In the Old Dock Company, were knocked down at Tls. 150 each, and five in the Shanghai Gas Company at Tls. 60 each.

We are informed that the enhanced premium asked on Fire Insurance for Chinese houses has arisen from the fact of Home Companies having sent out instructions to their Agents to discontinue such risks, consequently, local offices charge the highest rates they can hope to obtain.

P.S.—The Mail has been delayed 20 hours in consequence of the non-arrival of the Mail from Japan.

QUOTATIONS, DUTY PAID, IN SHANGHAI SYCEE.

Tls. 73.00 equal Mex. $ 100.

		T.m.c.		T.m.c.
Grey Shirtings—				
7 lbs.	₱ pc.	1.9.0	to	1.9.5
8¼ to 8½ lbs.	,,	2.2.0	,,	2.2.5
9 to 9½ lbs.	,,	2.5.0	,,	2.8.0
White Shirtings	,,	.....	,,	.....
56 Reed	,,	2.0.0	,,	2.1.0
60 ,,	,,	2.2.5	,,	2.3.0
64 ,,	,,	2.3.5	,,	2 4.0
66 ,,	,,	2.4.5	,,	2.7.0
American Drills, 40 yds.	,,	4.0.0	,,	4.2.0
American Jeans, 30 yds.	,,	.....	,,	.....
American Sheetings, 40yds.	,,	.....	,,	.....
English Drills, 40 yds.	,,	3.8.0	,,	4.0.0
T-Cloths—				
6 to 7 lbs.	,,	1.4.0	,,	1.9.5
8 to 8 4 lbs.	,,	2.2.0	,,	2.5.0
Handkerchiefs, Blue	₱ doz.	0.6.5	,,	0.7.0
Spotted Shirtings—				
White, 40 yds.	₱ pc.	2.3.0	,,	2.3.5
Dyed, Assorted	,,	2.3.5	,,	2.4.0
Brocades—				
White, 40 yds.	,,	2.4.0	,,	2.4 5
Dyed, Assorted	,,	2.6.0	,,	3.0.0
Damasks, Assorted, 40 yds.	,,	4.5.0	,,	5.5.0
Chintz—				
Assorted, 28 yds.	,,	1.5.0	,,	1.7.5
Blue	,,	1.5.0	,,	1.6.0
Brown	,,	2.3.0	,,	.....
Turkey Reds, 24 yds.	,,	2.3.0	,,	2.5.0
Velvets—				
Black, 22 in.	₱ yd.	0.2.1	,,	0.2.3
Blue, 22 in.	,,	0.2.1	,,	0.2.2
Velveteens—				
Black, 18 in.	,,	0.1.6	,,	0.1.7
26 in.	,,	0.2.4	,,	0.2.5
Camlets, English—				
S, 56 yds.	₱ p.	12.7.5	,,	13.2.5
S S	,,	12.5.0	,,	13.0.0
S S S	,,	10.5.0	,,	11.0.0
Long Ells—				
Scarlet, 24 yds.	,,	6.5.0	to	6.7.0
Assorted	,,	6.4.0	,,	6.6.0
Lastings, 30 yds.	,,	12.0.0	,,	12.5.0
Crape Lastings, 30 yds.	,,	8.0.0	,,	8.5.0
Crape Lustres	,,	4.5.0	,,	4.8.0
Orleans—				
Figured, 30 yds.	,,	3.5.0	,,	4.0.0
Plain, 30 yds.	,,	3.5.0	,,	.....
Iron—				
Nail Rod	₱ pl.	3.0.0	,,	3.1.0
Hoop	,,	2.7.0	,,	.....
Flat and Round	,,	2.8.0	,,	3.0.0
Lead	₱ pl.	5.3.0	,,	5.4.0
Tin Plates	₱ box	5.5.0	,,	6.0.0
Steel	₱ tub	3.8.0	,,	4.2.0
Flints	₱ pl.	1.0.0	,,	.....
Window Glass	₱ box	4.8.0	,,	5.5.0
Pepper—				
Black	₱ pl.	5.2.0	,,	5.4.0
White	,,	9.0.0	,,	9.5.0
Betel Nut—				
Cochin China		3.0.0	,,	3.3.0
Singapore	,,	2.4.0	,,	2.6.0
Rattans—				
Straits, common	,,	2.2.0	,,	2.4.0
Banjermassing	,,	4.0.0	,,	4.2.0
Sapan Wood—				
3 pieces weighing 1 picul	,,	2.4.0	,,	2.7.0
6 a 7 ,, ,,	,,	1.9.0	,,	2.2.0
Sandal Wood—				
South Sea Island	,,	3.2.0	,,	3.4.0
Malabar	,,	11.0.0	,,	12.0.0
Mangrove Bark—				
Singapore and Penang	,,	0.8.0	,,	0.9.0
Siam	,,	1.1.0	,,	1.2.0

		T.m.c.		T.m.c.
Tin—				
Straits	₱ pl.	18.2.0	to	18.5.0
Malacca	,,	19.0.0	,,	19.5.0
Rice—				
Arracan and Rangoon	,,	.....	,,	.....
Siam, Cargo	,,	.....	,,	.....
good to finest white	,,	.....	,,	.....
Saigon	,,	.....	,,	.....
Bengal, com. to middling	,,	.....	,,	.....
good to fine	,,	.....	,,	.....
Sugar—				
Black, Swatow and Amoy	,,	2.2.0	,,	2.6.0
Formosa	,,	2.3.0	,,	3.1.0
Brown, Hainan	,,	3.0.0	to	3.3.0
Formosa & Amoy	,,	3.1.0	,,	3.4.0
Swatow	,,	3.5.0	,,	3.9.0
Canton	,,	3.0.0	,,	3.4.0
Manila	,,	2.4.0	,,	2.9.0
White, common to fair	,,	4.1.0	,,	4.5.0
medium	,,	4.9.0	,,	5.3.0
fine to finest	,,	6.1.0	,,	6.5.0
Coals—				
English	₱ ton	10.75	,,	.....
American Anthracite	,,	14.5.0	,,	.....
Sydney	,,	10.2.5	,,	.....
Japan	,,	6.7.5	,,	.....

OPIUM.—*Malwa*—Has improved since the last mail left, rates having risen to Tls. 530, at which holders are firm. A fair amount of business has been done, considering that the New Year festivities have generally deadened trade during the fortnight.

Patna—Opened in the early part of the fortnight at Tls. 480, but subsequently improved, consequently on Hongkong advices, to Tls. 490, at which the market closes firm.

	Malwa.	*Patna.*
Stock on Dec. 14th, 1867	2,584 Chests.	582 Chests.
Imports since last Stocks	809 ,,	50 ,,
Total	3,393 Chests.	632 Chests.
Deliveries	424 ,,	195 ,,
Estimated Stocks on Dec. 23rd 1867	2,969 Chests.	437 Chests

EXPORTS.

BLACK TEA.—The last mail left on the first day of the Chinese New Year. During the greater part of the short interval since elapsed the Foreign Banks have been closed, and the Chinese have not yet recommenced to trade, and consequently no business whatever has been transacted. Our stocks have been increased by the arrival of two chops from the River, all common Oonams and Ningchows. The low value of this class of Tea at home should re-act on this market, and lead to less exorbitant prices than have been latterly yielded : those Teamen, however, who have held over the New Year, appear firmer than ever in their demands. From Hankow little or nothing more is expected, but should the high prices hold, a small additional quantity of inferior leaf will certainly be made up before the new crop can arrive. To reach the total export of last season we require still four millions, while the Tea to go forward from all sources this year can hardly exceed one million pounds.

Reshipments, none. Stock 8,500 chests, against 14,000 at same date last year.

Total Settlements (as far as ascertained) 335,000 chests, against 312,000 chests last year, and 265,000 in 1866 ; an increase due solely to the falling off in the *direct* Export from Hankow, estimated this year at only 28,000 chests, against 68,000 in 1866 and 88,000 chests in 1865, making estimated total Settlements of Black Tea from the River, in chests, 363,000 this season, against 380,000 last season, and 353,000 the season before.

GREEN TEAS.—In these likewise no business has been transacted : during the week some 6,000 packages have come to hand from Kiukiang and Ningpo, increasing our stock to 11,000 half-chests of all descriptions. Notwithstanding the disastrous advices from the United States, buyers appear anxious to re-open business, and Teamen seem confident of being able at least to maintain former rates. Our stock, excepting the four chops fine Moyune previously alluded to, consists of common third-crop Tekhing, Pingsuey and Shanghai-packed Teas, the class which recent sales here appear to have chiefly benefited. From the interior, 10,000 packages more are expected to complete the regular season's supply, but there is reason to anticipate the arrival of a few thousand half-chests in addition later on, packed from inferior leaf which Teamen have hitherto rejected. In this case, the total probable Export to all parts will not be less than twenty-four millions.

Reshipments, none. Stock, 11,000 ½-chests against 40,000 at same date last year.

Total Settlements to date, 393,000 half-chests against 322,000 half-chests last year, and 243,000 half-chests in 1866.

HANKOW.—Our letters, dated 29th January, report that no business whatever had been transacted there during the fortnight in Tea, the only movement therein being the arrival from the country, and transhipment on owner's account to Shanghai, of one chop of 300 chests. There was no Tea on offer.

Statistics for this and last season were :—

	Arrivals.	*Settlements.*	*Stock.*
1867-8	339,700 chests.	339,700 chests.	nil.
1866-7	371,700 ,,	368,700 ,,	3,000 chests.

KIUKIANG.—Our latest date is 31st January. No business has been done in either Black or Green Tea : arrivals had been very scanty, and Teamen, generally, had shipped on their Teas at once to Shanghai.

Statistics for this and last season are :—

	Arrivals.		*Settlements.*		*Stock.*		
	Black.	*Green.*	*Black.*	*Green.*	*Black.*	*Green.*	
1867-8	146,100	134,000	145,900	131,800	200	2,200	packages.
1866-7	122,600	151,700	122,200	146,600	400	5,100	,,

Export *of Tea from* Shanghai and Yangtsze Ports, (*in lbs.*)

		Black.	*Green.*	*Total.*
To Great Britain, *direct,*—				
Export from 1st June, 1867	lbs.	43,295,963	10,006,649	53,302,612
Total from 1st June 1867, to date	lbs.	43,295,963	10,006,649	53,302,612
Against total Export same period 1866-7	lbs.	44,827,182	7,264,902	52,092,084
To North America,				
Export from 1st June 1867	lbs.	14,884	11,745,883	11,760,767
Jan. 25, "Annie Braginton," to Montreal	,,	.....	475,344	475,344
Total from 1st June 1867, to date	lbs.	14,884	12,221,227	12,236,111
Against total Export same period 1866-7	lbs.	25,221	11,055,909	11,081,130

The Export of *Black Tea* from this and River Ports to Great Britain is 1,500,000 lbs. *below*; of *Green Tea*, to Great Britain, 2,700,000 lbs. *above*, and of *Green Tea* to America, 1,200,000 lbs. *above* last year's to same date.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

SILK.—Consequent on the intervention of the Chinese New Year Holidays only a very limited business has been transacted, the settlements being estimated at barely 300 bales, the majority of which have been purchased at an advance of Tls. 10 *a* 15 per picul on the rates paid last mail. Prices must be considered nominal for the greater proportion of the classes of Silk quoted below owing to the restricted nature of the purchases made. The unsold Stock remains unchanged, estimated at about 1,200 bales.

	1867-68 Bales.	1866-67 Bales.	1865-66 Bales.	1864-65 Bales.	1863-64 Bales.	1862-63 Bales.	1861-62 Bales.	1860-61 Bales.
Transactions since last mail are estimated at..	300	300	500	800	...	1,610	300	2,800
Total Settlements for Coast, Europe & India,	30,700	24,400	30,950	23,000	21,740	46,080	49,700	63,800
Unsold Stock is estimated at	1,200	1,000	1,000	1000 *a* 1500	5,000	3,500	9,000	8,000

Total Export from 1st July 1867 to date,—

	Raw Silk.	*Thrown.*	*Coarse.*	*Japan.*	Total.
Brought forward from last Report	29,378	305	...	5,013	34,696
Jan. 26th, "Aden" to Hongkong............	149	...	...	261	410
„ 26th, "Dupleix," to Hongkong	1,032	...	...	332	1,364
Total	30,559	305	...	5,606	36,470
Season 1866-67	23,841	52	14	8,956	32,863

Prices.—In Taels, are per picul of 133⅓ lbs. Duty paid; in Sterling, are per lb. Overland, all charges paid to England at Exchange, 6s. 0d. per Tl.

				London Value per lb. 10th Dec., 1867.
Tsatlee,—Chop No. 1........	None.		None.	
„ „ 2........	None.		None.	
„ „ 3........	Tls. 550 *a* 570 p.pl.nom.		28s. 10d. *a* 29s. 11d.p.lb.	27s. 6d. *a* 29s. 0d.
Market „ 3 & 3½	Tls. 520 *a* 540 „		27s. 3d. *a* 28s. 4d. „	25s. 6d. *a* 27s. 0d.
„ 4........	Tls. 460 *a* 480 „		24s. 2d. *a* 25s. 2d. „	24s. 6d. *a* 25s. 6d.
„ 5&com.	Tls. 420 *a* 450 „	nom.	22s. 2d. *a* 23s. 8d. „	21s. 0d. *a* 23s. 0d.
Karshing Tayssam } Chop No. 1........	Tls. 460 *a* 480 „	„	24s. 2d. *a* 25s. 2d. „	25s. 0d.
„ „ 2........	Tls. 430 *a* 440 „	„	22s. 8d. *a* 23s. 2d. „	23s. 0d. *a* 24s. 0d.
„ „ 3........	Tls. 390 *a* 410 „	„	20s. 7d. *a* 21s. 8d. „	21s. 0d. *a* 22s. 0d.
Chin Cum } „ 4,5&com.	Tls. 370 *a* 380 „	„	19s. 7d. *a* 20s. 1d. „	18s. 0d. *a* 20s. 6d.
Tayssam } No. 1	None.		None.	
„ 2........	Tls. 380 *a* 400 „	nom.	20s. 1d. *a* 21s. 1d. „	21s. 6d. *a* 22s. 0d.
„ 3........	Tls. 360 *a* 380 „	„	19s. 1d. *a* 20s. 1d. „	20s. 0d. *a* 21s. 0d.
„ 4&com.	None.		None.	
Yuenfa, and } No. 1........	Tls. 480 *a* 490 „	nom.	25s. 2d. *a* 25s. 8d. „	26s. 0d. *a* 26s. 6d.
Hainings,...... } „ 2........	Tls. 450 *a* 470 „		23s. 8d. *a* 24s. 8d. „	24s. 0d. *a* 24s. 6d.
„ 3........	Tls. 430 *a* 440 „	nom.	22s. 8d. *a* 23s. 2d. „	23s. 0d. *a* 23s. 6d.
„ 4&com.	None.		None.	
Hangchow Tsatlee	Tls. 410 *a* 430 „	nom.	21s. 8d. *a* 22s. 8d. „	21s. 0d. *a* 22s. 0d.
Sewhings	None.		None.	
Laeyongs........................	None.		None.	
Throwns	Tls. 510 *a* 520 „	nom.	26s. 8d. *a* 27s. 3d. „	27s. 0d. *a* 28s. 0d.

The P. & O. Co.'s Steamer "Formosa" has about 300 bales China silk engaged.

EXCHANGE AND BULLION.

Business has been done on a very limited scale for this out-going Mail.

Bills were very scarce, and the few that came to offer were taken easily at 5s. 11¼d. to 5s. 11d. Bank Bills were done at 5s. 10½d. to 5s. 10d.

On India—Rupees were sold on Calcutta at 301 to 302, on Bombay at 300½ to 301.

Hongkong found buyers 10 to 15 days' sight at 29¾. Bank 29¼ without demand.

Dollars show a decline at 72.85. Money plentiful.

On London	Bank Rate, sight,..	5s. 8½d.	per Tael
	Bank Bills, 6 months' sight, ...	5s. 10½d.	per Tael
	Credits, „ „	5s. 11d.	per Tael
	Documentary and other Bills, 6 months' sight,...	5s. 11¼d.	per Tael
On Paris—Credits, 6 months' sight Bank,........................		fcs. 7.47½.	per Tael
Documentary, 6 months' sight, ...		fcs. 7.50	per Tael
On Calcutta—Bank Bills, 3 days' sight, ...		Rs. 302 per 100 Taels.	
On Bombay— „ „ „		Rs. 301 „	
On Hongkong—Bank Bills, 3 days' sight, ...		27½ per cent discount.	
„ Private, 15 days' sight,........................		28 „ „	

Bullion:—

Gold Bars.—Pekin, 98 touch, Tls. 169 per 10 Taels Shanghai weight.
Bar Silver.—111.4 Shanghai Taels, per 100 Taels Canton weight.
Mexican Dollars.—72.85.
Carolus Dollars.—74.4.
Copper Cash.—1,465 per Tael.

YOKOHAMA, JANUARY 29, 1868.

IMPORTS.

Business, at the moment of writing, has absolutely ceased, and during the whole fortnight, transactions have been of the most trifling description. Yarn has again fallen and even at our reduced quotations very little has been done: large auction sales of damaged parcels during the fortnight have by no means improved the position of this staple. Our quotations for Grey Shirtings and Velvets and in Woollens, for Scarlet Camlets, remain unchanged, and in these manufactures only has business been done—all others are nominal and without demand.

The depression is greater than usual at this season. We expect a lull at the New Year, but political disturbances have in this occasion materially affected the market and we are quite unable to write hopefully regarding its revival.

		Dollars.	
Cotton Yarn—			
Nos. 16 to 24	₩ pcl.	43.00 to	48.00
28 to 32	„	55.00 „	57.00
38 to 42	„	51.00 „	53.00
Grey Shirtings—			
7.0 lbs.	₩ pc.	2.75 „	2.90
8.4 lbs.	„	3.30 „	3.40
8.6 to 8.8 lbs.	„	3.30 „	3.40
White Shirtings—			
56 to 60 reed	„	3.30 „	3.50
64 to 66 „	„	3.70 „	3.80
68 to 72 „	„	3.90 „	4.20
T-Cloths—			
6.0 lbs.	„	2.25 „	2.50
6.8 to 7.0 lbs.	„	2.70 „	2.90
Turkey Red Cloth, 24 yds.	„	2.85 „	3.25
Spotted Shirtings—			
White	„	3.70 „	3.90
Dyed........................	„	3.70 „	4.00
Brocades—			
White	„	3.70 „	3.90
Dyed........................	„	3.70 „	4.00
Velvets—			
Black	„	10.50 „	11.00
Assorted	„	8.50 „	9.50
Taffachelass—Single warp	„	3.00 „	3.30
Do. Double warp	„	3.80 „	4.20
Chintzes........................	„	2.20 „	2.60
Handkerchiefs............	₩ doz.	0.75 „	1.00

		Dollars.	
Camlets—			
S	₩ pc.	17.00 to	18.00
S S	„	15.50 „	17.00
S S S	„	14.00 „	15.00
B B B	„	17.00 „	18.00
Orleans—			
Plain........................	„	4.30 „	5.50
Figured........................	„	4.30 „	5.50
Mousseline de Laine—			
30 yds., 30 in............	„	6.00 „	8.00
Long Ells	„	8.00 „	9.50
Lastings........................	„	14.00 „	17.00
Lustres........................	„	4.50 „	5.50
Blankets	₩ lb.	0.50 „	0.60
Iron Nail Rod	₩ pl.	2.75 „	3.25
Lead........................	„	6.50 „	7.00
Tin	„	17.00 „	18.00
Tin Plates	„	7.00 „	8.00
Cotton—			
Ningpo.......... Nominal.	„	...... „	......
Shanghai .... „	„	...... „	......
Tientsin .... „	„	...... „	......
Sugar, Canton—			
White, No. 1	₩	8.00 „	8.10
No. 2	„	7.00 „	7.25
Brown, No. 1	„	4.00 „	4.50
Rice (China)	„	2.40 „	2.80
Sapan Wood	„	1.50 „	2.00
Rhubarb........................	₩ box.	7.00 „	...

EXPORTS.

		Dollars.	
Silk—			
Mybash and Sinshu — Best, ...	₩ pl.	840 to	870
Medium	„	790 „	830
Inferior	„	650 „	750
Koshu, best	„	700 „	750
medium	„	620 „	650
inferior	„	590 „	600
Ida, good, long hanks......	„	... „	...
inferior „	„	... „	...
Oshu, best, ...	„	810 „	850
medium	„	690 „	750
inferior	„	590 „	650
Sodai, best, ...	„	710 „	750
medium	„	650 „	690
inferior	„	590 „	620
Atchezen, best, ...	„	650 „	700
medium	„	590 „	620
inferior	„	520 „	550
Hatchojee, medium............	„	... „	...
inferior	„	... „	...

		Dollars.	
Tea—			
Fine	₩ pl.	31.00 to	34.00
Good medium	„	28.00 „	30.00
Medium	„	25.00 „	26.00
Good common	„	20.00 „	22.00
Seaweed, fine cut green ...	„	5.50 „	6.00
„ „ brown ...	„	3.90 „	4.25
Large uncut green	„	3.00 „	3.40
„ brown	„	1.60 „	2.00
Cuttle Fish, No. 1	„	14.00 „	14.50
„ 2	„	11.00 „	11.50
Dried Shrimps	„	13.00 „	14.50
Mushrooms............	„	45.00 „	48.00
Tobacco, No. 1	„	14.00 „	......
Gall Nutts	„	8.00 „	8.50
Vegetable Wax	„	16.00 „	17.00
Ginseng, (50 pcs. per catty)	„	1.50 „	4.20
Rape Seed	„	3.90 „	4.00
Rape Seed Oil	„	8.90 „	10.00
Camphor............	„	22.00 „	23.50

EXCHANGE.—On London, Bank 4 months' sight, 4s. 3½d. to 4s. 3⅝d.—6 months' sight, 4s. 3½d.—Credit Bills 4 months' sight, 4s. 4d. to 4s. 4½d.—6 months' sight, 4s. 4½d. 4s. 4⅝d. Documentary 4 months' sight, 4s. 4½d. to 4s. 4½d.—6 months' sight, 4s. 4⅝d. Shanghai.—10 days' sight, Bank 72¾. Private Bills, 10 days' sight, 73¼ to 72½. Hongkong,—10 days' sight Bank, par. Private ¼ per cent discount. Boos, 302 to 303.

FREIGHTS—To London, per sailing vessel, £3 5s. to £3 10s To New York do., £3 5s. per ton 40 ft. To San Francisco, per P. M. str.. $15 per ton 40 ft. To New York per P. M. str., $45 per ton 40 ft. To Hongkong and Shanghai, per sailing vessel, nominal.

HANKOW, JANUARY 29, 1868.

IMPORTS.

In the interval between the departure of last mail and the close of the Chinese year (24th inst.) a trifling business in piece goods was transacted. The settling day among the natives passed off very satisfactorily, and the Banks have met their engagements without apparent difficulty. A general resumption of business is not looked for until about the middle of next month.

		T.m.c.	*T.m.c.*
Grey Shirtings—			
7 to 7½ lbs..................	₩ pc.	2.0.0 to	2.0.5
8¼ to 8½ „	„	2.2.8 „	2.3.5
9 to 10 „	„	2.4.5 „	2.9.0
White Shirtings—			
56 to 60 reed	„	2.3.0 „	2.3.5
64 to 66 „	„	2.4.5 „	2.5.0
68 to 72 „	„	2.5.5 „	2.7.5
T-Cloths—			
6 to 6½ lbs. 32 in. wide...	„	1.3.5 „	1.4.0
7 to 7½ „ 32 „ ...	„	2.0.0 „	2.1.0
8 to 8½ „ 36 „ ...	„	2.2.5 „	2.6.5
Drills—			
American, 40 yds..........	„	4.1.0 „	4.1.5
English, 40 yds..........	„	3.8.0 „	4.0.0
Handkerchiefs, Brown ...	₩ doz.	0.7.0 „	......
Spotted Shirtings—			
White	₩ pc.	2.4.0 „	2.5.0
Dyed, Assorted	„	2.5.5 „	2.6.0
Brocades—			
White	„	2.5.0 „	2.6.0
Dyed, Assorted	„	2.6.0 „	2.8.0
Damasks—			
White	„	4.3.0 „	4.4.0
Dyed, Assorted	„	5.0.0 „	6.0.0
Chintz, Assorted	„	1.5.0 „	1.9.0
Velvets—			
18 in. Black	₩ yd.	0.1.4.5, „	0.1.5
22 in. Black	„	0.2.0.5 „	0.2.2
Orleans Cloth—			
Plain	₩ pc.	... „	...
Figured	„	3.5.0 „	3.7.0
Woollens—			
Spanish Stripes	₩ yd.	0.6.0 „	0.6.2
Habit Cloth	„	1.2.0 „	1.5.0
Medium Cloth..............	„	1.0.0 „	1.1.5
Broad Cloth	„	1.3.0 „	1.6.0

		T.m.c.	*T.m.c.*
Woollens—Continued.			
Camlets, English, S	₩ pc	13.2.0 to	...
S S ...	„	12.5.0 „	13.0.0
S S S	„	12.0.0 „	13.0.0
B B B	„	16.5.0 „	18.0.0
Lastings	„	11.8.0 „	12.0.0
Long Ells—			
H H Scarlet	„	6.8.0 „	......
Assorted	„	6.9.0 „	......
G G „	„	6.7.0 „	......
G G Scarlet..............	„	6.5.0 „	6.6.0
Metals—			
Lead	₩ pl.	5.9.0 „	6.2.0
Tin	„	19.5.0 „	21.0.0
Raw Cotton..............	„	16.0.0 „	18.0.0
Sugar—			
Brown, Canton	„	3.4.0 „	3.9.0
Amoy, &c..............	„	3.0.0 „	3.5.0
Manilla	„	3.1.0 „	3.5.0
White, No. 1	„	6.2.0 „	6.3.0
No. 2	„	5.6.0 „	5.8.0
Japan Produce—			
Seaweed, Long	„	3.3.0 „	3.7.0
Cut..............	„	5.0.0 „	8.0.0
Isinglass..............	„	30.0.0 „	38.0.0
Mushrooms..............	„	40.0.0 „	45.0.0
Cuttle Fish..............	„	12.0.0 „	13.0.0
Straits Produce—			
Pepper, Black	„	5.8.0 „	6.2.0
Rattans	„	3.8.0 „	4.6.0
Sandalwood, old..............	„	13.0.0 „	14.0.0
„ new..............	„	3.5.0 „	4.5.0
Sapanwood..............	„	2.9.0 „	4.0.0
Opium—			
Malwa new..............	₩ ch.	548 „	...
old	„	... „	...
Patna—	„	510 „	...

EXPORTS.

		T.m.c.	*T.m.c.*
Oils—			
Sow-yow, 73 catties	₩ tub	4.2.0 to	4.6.0
Hongkong-yow, 54 catties	„	3.8.0 „	4.1.0
Pa-Tong-yow	₩ pl.	5.5.0 „	5.6.0
Chayow	„	5.1.0 „	5.2.0
Tallow	₩ pc.	6.6.0 „	7.0.0
Fungus	₩ pl.	23.0.0 „	23.5.0
Wax—			
White	„	275.0.0 „	280.0.0
Yellow..............	„	65.0.0 „	80.0.0

		T.m.c.	*T.m.c.*
Rhubarb, Szechuen..........	₩ pl.	2.5.0 „	3.5.0
Tobacco—			
Green	„	37.0.0 „	40.0.0
Yellow..............	„	25.0.0 „	36.0.0
Leaf..............	„	6.8.0 „	7.2.0
Hemp—			
White..............	„	10.50 „	12.0.0
Green	„	9.5.0 „	9.8.0
Safflower, Szechuen	„	75.0.0 „	100.0.0

EXCHANGE:—On London, Bank, demand, 5s. 9½d. per tael. 6 months' sight, 5s. 11½d. Credits, 6s. 2d. per tael. On Hongkong, Bank, demand 28 per cent discount. On Shanghai, Bank, demand, 1¼ per cent discount; 3 days' sight, 1⅜ per cent discount. Private 10 days' sight, 1½ per cent discount. Interest on Loans 12 per cent per annum.

GOLD:—Quotations are Bar and Leaf. Tls. 158 *a* 160 per 10 taels weight of 98 touch.

COPPER CASH:—Hankow-picked, Tls. 0.62 per 1,000.

FREIGHTS:—The rate per steamer to Shanghai is Tls. 5, and to Ningpo Tls. 7 per ton of 40 cubic feet.

PASSENGERS.

Arrived.—Per "Sir Jamsetjee Family," from London—Miss Lucy Guppy, and Miss Mary Shrewsbury. Per "Osaka," from Nagasaki—Messrs. Fearon, McGlanghin, and 8 Chinese. Per "Fusi-Yama," from Hankow—Messrs. Taylor, Thorne, Jenkins, Brown, and members of Chinese Embassy. Per "Formosa," from Foochow—Mr. Hewet. Per str., "Ganges," from Yokohama,—Mrs. Stewart, Messrs. Schnepel, Despayne, Watson and servant, and 36 deck.

To Leave.—Per "Formosa"—Feb. 7th.—Mrs. Beak and child, Mrs. Stewart, Messrs. Hobson, Noble, Schuepel, Despagne, Watson and servant.

Departure.—Per "Cadiz," for Yokohama—Mrs. Bell and Servant, Messrs. C. W. Goodwin, R. A. Price, T. P. Pullinger, A. Winstanly, Jaquemot, Mottu, T. S. Child, and Baldock.

PRICE OF THE *NORTH-CHINA HERALD AND MARKET REPORT.*—Per Annum, *Twelve Taels;*—Six Months, *Six Taels;*—Three Months, *Four Taels;—all payable in advance.* Single Numbers, 2 *mace* 5 *cand.*—Five Copies, *One Tael.* Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

TERMS FOR ADVERTISING.—To Subscribers. Ten Lines and under, *One Tael:*—each additional line, *One Mace.* One-half of these charges for repetitions. Contracts may be made for 3 months, or longer, *payable in advance.*

ORDERS.—From other ports, for Subscription and Advertisements, must be accompanied by a reference for payment in Shanghai, or they cannot be attended to, in consequence of the inconvenience of collecting small sums at distant places.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Both sides are too evidently concentrating their forces for the coming struggle. The person of the young Mikado has been seized by Satsuma, Chiosiu, Geyshiu and Tosa, and 'Stotsbashi, the late Shogoon, has fled from Kioto, the capital, and shut himself up in his castle of Osaka, under the protection of the fleets of his allies. There he is collecting all his forces and, in steamers and by the Tokaido, every man that can be spared from Yedo and quantities of munitions of war are daily pouring down to him. But foreign assistance he will not receive. The Foreign Ministers have visited him in a body, and given him a district and solemn assurance that they will in no manner interfere. 'Stotsbashi must think it hard that, after paying so heavily for naval and military 'instructors,'—now, at the precise moment when he wants their assistance, to see that their lessons on the parade ground are not forgotten on the battle field—he should be deprived of their services, and that their pupils should beleft to themselves, to find out, by a very uncomfortable practical experience, how dangerous a thing is 'a little knowledge.' But of course, our Representatives are right in refusing any assistance: it is much to be regretted that any of them should have ever allowed 'Stotsbashi to believe that their policy would be different in this critical moment.

The Confederated Daimios have as yet made no sign. They have proposed nothing to the Foreign Ministers and are unlikely to do so until after the assembly of the nobility of the Empire in Council. Meanwhile the country is without a recognized head, so far as foreigners are concerned, although, as will be seen from a manifesto recently published by the Mikado, the new cabinet has been appointed for the internal government of the country. The fact that no attempt has yet been made to open negotiations with the Representatives of the Western Powers can be easily accounted for. The men who have struck this *coup d'etat* are not strong enough to carry out a foreign policy of their own and have, besides, to consider that their pretext for ousting the late Shogoon from power was that he had acted, with regard to foreigners, only for his own interests, entirely neglectful of his fellow Daimios. They cannot commit the fault which they condemn so pointedly in him. Necessity and policy alike compel them to wait for the assembly of a general conference of the nobility. Meanwhile Stotsbashi reaps all the benefit of the delay. There are always, in a confederation, separate and often conflicting interests to be adjusted, and in their arrangement, quarrels are apt to arise. His family is the richest and most powerful, by far, in all Japan; and, if its relatives and friends could be depended on, would be well able to hold its own against even such a combination of chiefs as is at present opposed to it. What we have most to fear is that these latter will sulkily retire altogether from any attempt to conciliate foreigners, content themselves with preserving the independence they have secured and leave the Tokugawa family to carry on the foreign trade alone, and if this policy be carried out, we need not look for any extension of business with Japan, for we have the guage of it already. But we must all, journalists and ministers alike, wait and watch. The issue of the present struggle is beyond our speculation, or their control.

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Rise or Fall.	Wind.	Force.	I.	Bar.	Ther
	h. m.	ft. in.				" "	°
Jan. 24 L.W.	8.04	11.03	N. by W.	4	o	30.40	36
,, 24 H.W.	0.42	20.03	,,	3	b	30.39	38
,, 25 L.W.	0.02	11.02	N. by E.	1	b	30.27	39
,, 25 H.W.	1.22	20.04	Z	0	b	30.30	39
,, 26 L.W.	0.38	11 04	,,	0	b	30.29	40
,, 26 H.W.	2.04	20.06	N. by E.	2	b	30.22	43
,, 27 L.W.	0.48	11.03	W.S.W.	1	m	30.24	50
,, 27 H.W.	2.20	20.04	N. by E.	1	o	30.18	45
,, 28 L.W.	10.13	11.06	S. W.	2	f	30.14	50
,, 28 H.W.	2.30	20.00	W. S. W.	3	b	30.11	53
,, 29 L.W.	10.57	11.05	N WbyN	2	o	30.19	44
,, 29 H.W.	3.42	20.05	North	2	o	30.20	45
,, 30 L.W.	11.34	11.10	East	1	b	30.23	46
,, 30 H.W.	4.02	19.04	E. by S.	2	b	30.14	46
,, 31 L.W.	0.04	11.06	N. N. W.	3	b	30.12	52
,, 31 H.W.	4.38	18.11	NEbyE.	3	b	30.10	49

EXPLANATION.

F. Force (1 to 12). I. Initials; b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm.

THERMOMETER—SHANGHAI.

Date.	1868. Night. Min.	1868. Day. Max.	1867. Night. Min.	1867. Day. Max.
Jan. 31	35	67	28	46
Feb. 1	40	59	42	48
,, 2	45	44	43	54
,, 3	41	57	48	52
,, 4	38	42	36	54

DOLLOND'S.

DOLLOND'S TELESCOPES.

DOLLOND'S, 59, St. Paul's Church-yard, London. Established upwards of 100 years. Optician to the Queen, the Admiralty, India Office, Trinity House, and Royal National Life Boat Institution. Manufacturer of Achromatic Telescopes (invented by his ancestor in 1758), Binoculars, Microscopes, Spectacles, and Mathematical Instruments of best quality. Catalogues on application. The public are cautioned against spurious articles bearing a forgery or imitation of the name.

o-a-f 16ja-69 1720 January 16th 1868.

JOHN MOIR & SON,

ABERDEEN,

Beg to inform their customers, that, in addition to their

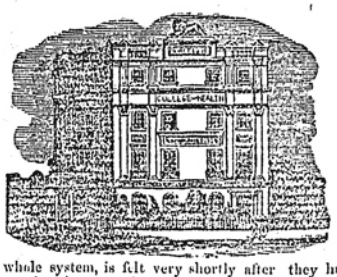
PRESERVED PROVISIONS

they are now prepared to supply of their own Manufacture,

Pickles, Sauces, Tart Fruits, and every description of Oilmen's Stores.

BRITISH COLLEGE OF HEALTH,

EUSTON ROAD, LONDON.



FORTY YEARS' USE OF THESE MEDICINE

(Morison's Vegetable Universal Medicines)

By the public has proved their efficacy and virtues, and the truth of Mr. MORISON'S system as to the cure of diseases. Being composed only of vegetable matter or medicinal herbs, they are harmless to the most tender age or weakest frame, under every stage of suffering; the most pleasant in their operation; and the most certain in searching out the root of any complaint. Besides cleansing the great highway of the body—the bowels—they act copiously on the kidneys, the liver, and the skin. A sense of relief in the whole system, is felt very shortly after they have been taken.—the blood flows more evenly, the heart beats more regularly, and sleep is given to those long deprived of it. The medicines consist of three sorts. No. 1 Morison's Pills; No. 2 Morison's Pills. In boxes at 7½d., 1s. 1½d., 2s. 9d., and 4s. 6d.; family packets, 11s. each; also the Vegetable Aperient Powders, 1s. 1½d. per box.

MORISON'S UNIVERSAL OINTMENT

Is recommended as the best external application in all cases of Wounds, Cutaneous Eruptions, &c. In Pots at 1s. 1½d. and 2s. 9d. each.

The above Vegetable Universal Medicines are sold by the Hygeian Agents, and all Medicine Vendors.

AGENTS in Shanghai,—Messrs. LLEWELLYN & Co.,—*Medical Hall.*

31d-68 1527 December 24th, 1867.

D. NICHOLSON & Co.,

SILK, WOOLLEN, & MANCHESTER WAREHOUSEMEN, COLONIAL AND FOREIGN AGENTS,

50, 51 & 52, St. Paul's Churchyard,

LONDON.

INVITE the attention of Merchants and Traders throughout India and China, to the fact, that they have had 25 years' experience as SHIPPERS OF GOODS to those Markets, and that they undertake the Execution of Indents from £50 value upwards, on the closest Wholesale Terms.

N.B.—A Price List of 72 pages, and sent post free, containing full particulars of every description of Silks, Woollens, Muslins, Calicoes, Prints, Ladies' Under Clothing, Baby Linen, Mantles, Shawls, Men's and Boys' Clothing, Linens, Blankets, Carpets, Hosiery, Gloves, Ribbons, Lace, Haberdashery, Jewelry, etc. etc., and every particular necessary for ordering Goods from D. N. & Co.'s London Warehouse.

Agency Department.

D. NICHOLSON & Co. undertake the Execution of Indents for Merchants and Traders Abroad, who have not Buyers in London, for a Commission of 2½ per cent.

As D. N. & Co. have Accounts for their own Business with the principal Manufacturers in England and France, they can offer their Correspondents many advantages which could not be obtained from an ordinary Agent.

Under arrangements of this kind the Original Invoices are, in all cases, forwarded.

Household Furniture, Pianofortes and other Musical Instruments, Ironmongery, Fire Arms, Cutlery, Agricultural Implements, Carriages, Saddlery and Harness, Boots and Shoes, Wines, Ales, Beers, Preserved Provisions, Stationery, Books, Toys, etc., etc., bought in the Best Markets, and Shipped at Lowest Export Prices.

Foreign Produce Disposed of, for a Commission of 2½ per cent.

D. NICHOLSON & Co.,

50, 51 and 52, St. Paul's Churchyard.

LONDON.

BANKERS—Messrs. Martin & Co., 68, Lombard Street.

Price Lists can be had of Messrs. Wheatley and Co., Bombay.

30jy 1723 January 16th, 1868.

BY ROYAL COMMAND.

JOSEPH GILLOTT'S

CELEBRATED

STEEL PENS.

Sold by all Dealers throughout the World.

16ja-69 1719 January 16th 1868.

VICTORIA PERFUMERY.

RIGAUD & Co.,

45, RUE DE RICHELIEU, PARIS.

THE *Victoria Perfumery* is now adopted by the *élite* of the aristocracy and fashionable world on account of the superior articles for the toilet each of which has been made a speciality.

The new perfumes prepared with the *Essence of Ylang-ylang* extracted by distillation from the *Unona odoratissima* and imported from the Philippine islands are beyond comparison for their delicacy and sweetness. We therefore recommend the *beau monde* to try as a handkerchief perfume

The Extract of Ylangylang

AND

The Manilla Bouquet.

RIGAUD'S TOLUTINE

Is an admirable toilet-water, the true talisman of beauty, preserving the freshness of the skin and the fairness of the complexion. It is the perfection of science adapted to the toilet, and is uncontestably superior to Eau de Cologne, or the most esteemed of vinegars and the Florida water.

Miranda Soap.

COMPOSED MAINLY OF THE MILK OF THE LETTUCE AND THE LILY

A simple comparison of this soap with others sold by the perfumery trade, suffices to prove its superiority. It gives the skin a delightful silky surface, it lathers abundantly, forming a real milk-bath, and is all that can be desired as to perfume.

In Shanghai at Messrs. J LLEWELLYN & Co.

16ap 1717 January 16th 1868.

LEA & PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.

Caution Against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA & PERRINS' SAUCE,

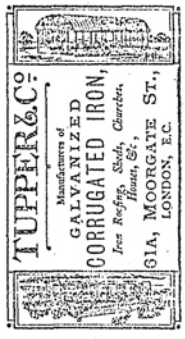
and to see that their names are upon the *wrapper, labels, stopper,* and *bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

16ja-69 1721 January 16th 1868.



16ja-69 1722 January 16th 1868.

Three Prize Medals. Paris 1867.

No. 1.

PICKLES, SAUCES, JAMS, &C.

FREE FROM ADULTERATION,

MANUFACTURED BY

CROSSE & BLACKWELL,

Purveyors to the Queen,

SOHO SQUARE, LONDON.

CROSSE AND BLACKWELL'S

well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar boiled in Oak Vats, by means of PLATINUM STEAM COILS; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are AGENTS for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

17my 3066 May 18th, 1867.

BRIGHT CHARCOAL IRON WIRE,

"STAR-BRAND,"

TO BE HAD ONLY OF

HEINTZMANN & ROCHUSSEN,

23 ABCHURCH LANE,

LONDON.

29no-68 1231 Shanghai, 30th Nov., 1866.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

OAKEY'S NON-MERCURIAL SILVER-SMITH'S SOAP.

Surpasses all other articles for Cleaning and Polishing Silver, Electro Plate, &c. Tablets 6d. each.

JOHN OAKEY & SONS,
MANUFACTURERS OF
THE WELLINGTON KNIFE POLISH
INDIA RUBBER KNIFE BOARDS,
EMERY, BLACK LEAD, CABINET
GLASS PAPER, EMERY AND GLASS CLOTH, &c.
Scotch, French, London, Russian and other Glues.
Wellington Mills, Blackfriars Road, LONDON, S.

OAKEY'S
CIRCULAR & PRICE CURRENT may be had on application at the Office of this JOURNAL.
31au-68 554 August 31st, 1867.

JOYCE'S SPORTING AMMUNITION.
ESTABLISHED 1820.
FREDERICK JOYCE & CO.
INVITE the attention of Sportsmen to the following Ammunition, of the best quality, now in general use throughout India and the Colonies.
Patent Waterproof Percussion Caps, Treble Waterproof Central Fire do.
Chemically-prepared Cloth, Felt, and Paper Waddings, Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at long distances.
Sold by all Gunmakers and Dealers in Gunpowder.
FREDERICK JOYCE & CO.,
Patentees and Manufacturers,
57, Upper Thames Street, London, Contractors to Her Majesty's War Department
o-a-f 442 16ma 11th Augt, 1867.

SOLID MAHOGANY FURNITURE
FOR INDIA, CHINA, AND THE COLONIES.
HEAL & SON
are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Veneer.
IRON AND BRASS BEDSTEADS
suitable for all parts of the World. Their stocks consists of 2,500 Bedsteads.
HEAL & SON'S PATENT HORSEHAIR MATTRESS.
The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.
ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND THE COLONIES,
of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Book Post.
HEAL & SON,
BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS,
196, 197 & 198, Tottenham Court Road, London, W.
*** Remittances and orders must be made payable in London.
31de-68 1526 December 24th, 1867.

SILVER MEDAL.
PARIS EXHIBITION, 1867.
PEPSINE.
MORSON'S PEPSINE WINE, LOZENGES, & GLOBULES.
THESE preparations are prefect palatable forms for administering this popular remedy for weak disgestion. In bottles and boxes, from 2s.
Pancreatic Emulsion
in 4 and 8 oz. bottles.
SACCHARATED WHEAT PHOSPHATES,
Introduced by Dr. TILBURY FOX, Dietetic preparation, supplying an important deficiency in the food of Invalids and Children, in packets.
GELATINE & CREOSOTE (Morson's.)
PURE CHEMICALS AND LATEST PREPARATIONS.
*** See Name, Address, and Trade Mark.
T. MORSON & SON,
31, 33, *and* 124, *Southampton Row, Russell Square, London.*
Orders to be made payable through Agents, or by English drafts.
Shipping Orders Carefully Packed:
AGENTS,—*Shanghai*—J. LLEWELLYN & Co
30se-68 825 September 28th, 1867.

SHANGHAI SHIPPING INTELLIGENCE.

(SINCE REPORT PER LAST ISSUE.)

ARRIVALS.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	FROM	SAILED	CARGO.	CONSIGNEES.
Jan. 31	Kiangse	Am str	574	Law	Ningpo	Jan. 30	Sundries	Russell and Co
... 31	Oberon	Prus baq	376	Schmidt	Swatow	... 14	do	Frazar and Co
... 31	Alice Mary	Br baq	247	Craik	Iloilo	Dec. 9	Sugar	Borneo Company Limited
... 31	Argo	Br bg	238	Hanson	Swatow	Jan. 15	do	Frazar and Co
... 31	Rachel	Br baq	282	Firth	Newcastle, N.S.W.	Dec. 1	Coals	Frazar and Co
Feb. 1	Express	Br str	290	Mooney	Ningpo	Jan. 31	General	David Sassoon, Sons and Co
... 1	United Service	Br str	650	Stocks	Hongkong	... 28	do	Glover and Co
... 1	Adventure	H. M. S.	.....	Hickley	Hiogo	... —		
... 1	Sir Jamsetjee Family	Br sh	1050	Cobb	London	Aug. 24	General	W. R. Adamson and Co
... 1	Ville de Grenade	Fr baq	310	Carrick	Taku	Jan. 10	do	Eduard Schellhass and Co
... 2	Formosa	Br str	500	Hockin	Fuchau	... 30		P. & O. Co
... 2	Fusi-Yama	Br str	1200	Hardie	Hankow	... 30	Sundries	Russell and Co
... 2	Tun-sin	Br str	610	Howlett	Hankow	... 30	do	Glover and Co
... 3	Kiangse	Am str	574	Law	Ningpo	Feb. 2	do	Russell and Co
... 3	Osaka	Br str	417	Burdiss	Nagasaki	Jan. 30	General	T. Kroes and Co
... 3	Devana	Br sh	795	Thomson	London	Oct. 4	do	Gibb, Livingston and Co
... 4	Express	Br str	290	Mooney	Ningpo	Feb. 3	do	David Sassoon, Sons and Co
... 4	Leon Crespo	Br sh	696	Bosustow	Liverpool	Sept. 15	do	Gilman and Co
... 5	Kiangse	Am str	574	Law	Ningpo	Feb. 4	do	Russell and Co
... 5	Salamis	H. M. S.	.....		Ningpo	... 4		
... 5	Wenzel	H.M.G.B.	.....	Richards	Ningpo	... 4		
... 5	Saturnus	Ham baq	450	Derdrick	Hamburg	Aug. 20	General	Telge, Nölting and Co
... 5	Ganges	Br str	742	Cates	Yokohama v. Nagasaki	Jan. 30	do	P. & O. Co
... 5	Ariel	Br sh		Keay	London	Oct. 19		Gibb, Livingston and Co
... 5	Kiang-loong	Am str	945	West	Hankow & Ports	Feb. 3	General	Russell and Co
... 5	Lorton	Br baq	519	Nelson	Liverpool	Aug. 16	do	Gibb, Livingston and Co

DEPARTURES.

FROM THE ANCHORAGE AND WOOSUNG.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DISPATCHED BY.
Jan. 31	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
Feb. 1	Erl King	Br str	1044	Pinel	Hongkong	Tea, etc.	Augustine Heard and Co
... 1	Miaca	Br str	306	Sutherland	Fuchau	General	Borntraeger and Co
... 2	Prince Kung	Br str	125	Brown	Fuchau	do	J. M. Nixon, Jr.
... 2	Hirado	Br str	1200	McQueen	Hankow & Ports		Russell and Co
... 2	Express	Br str	290	Mooney	Ningpo	Opium, etc.	David Sassoon, Sons & Co
... 2	China	Prus str	648	Müller	H'kong & Canton	General	Siemssen and Co
... 2	Talbot	Br sh	847	James	Hongkong	Ballast	Gilman and Co
... 3	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 4	Lombard	Fr sh	453	Gieginan	Hongkong	Part of Original	Master
... 4	Express	Br str	290	Mooney	Ningpo	Opium, etc.	David Sassoon, Sons & Co
... 4	Taeping	Br sh	707	Dowdy	Hongkong	Ballast	Gilman and Co
... 4	George Shotton	Br baq	469	Bailey	Hongkong	do	Russell and Co
... 4	Cadiz	Br str	491	Edmond	Yokohama	General	P. & O. Co
... 5	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 5	Ivy	Br baq	318	Rummer	Hongkong	Ballast	Jardine, Matheson and Co
... 5	United Service	Br str	650	Stocks	Hongkong	General	Glover and Co
... 6	Tun-sin	Br str	610	Howlett	Hankow & Ports		Glover and Co
... 6	Fusi-Yama	Br str	1200	Hardie	Hankow & Ports		Russell and Co

MERCHANT SAILING VESSELS.

No.&SEC.	SHIP'S NAME	COMMANDER	FLAG & RIG	TONNAGE	DATE OF ARRIVAL	WHERE FROM	CONSIGNEES OR AGENTS	DESTINATION	REMARKS
8 s	Alcyone	Brown	Br baq	371	Dec 27	Keelung	Forbes and Co		
7 s	Alicia Annie	Kirbey	Br baq	300	Jan 9	Rio de Janeiro	Russell and Co		
7 s	Alice Mary	Craik	Br baq	247	Jan 31	Iloilo	Borneo Company Limited		
1 s	Aquarius	Altmann	Dut bg	220	Jan 21	Nagasaki	Glover and Co		
2 c	Argo	Hanson	Br bg	238	Jan 31	Swatow	Frazar and Co		
2 c	Assyrian	Mearns	Br sh	505	Dec 13	Cardiff	Borneo Company Limited	London	Early
7 s	Aunt Lizzie	Proctor	Br baq	536	Jan 23	Swansea	Messageries Imperiales		
1 s	Cath. Jurgensen	Molsen	Prus baq	237	Jan 14	Nagasaki	Bourjau, Hübener and Co		
7 p	Charley	Thorndike	Am baq	354	Sept 13	Newchwang	Master		
2 s	Claro Babuyan	Errington	Br baq	357	Jan 30	Swatow	Frazar and Co		
5 s	Dagmar	Brunström	Russ sh	800	Jan 14	Liverpool	Order		
7 c	Devana	Thomson	Br sh	795	Feb 3	London	Gibb, Livingston and Co		
9 p	Devonshire	Dearkee	Br sh	800	Jan 22	Cardiff	Borneo Company Limited		
A H W	Durham	Cann	Br sh	998	Jan 29	London	Jardine, Matheson & Co		
Wusung	Gaspee	Emesan	Am sh	990	Jan 22	Penarth	Russell and Co		
1 p	Gateshead	Lamb	Br baq	505	Jan 20	Shields	Borneo Company Limited		
U W	Gloriosa	Catto	Br sh	640	Jan 3	Cardiff	Borneo Company Limited	Batavia.	
8 s	Iris	Janson	Swe baq	500	Jan 25	Newcastle, N.S.W.	Russell and Co		
Wusung	Isabella	Cooper	Br sh	1060	Jan 14	Cardiff	Hall & Holtz		
9 p	J. L. Dimmock	Winche"	Br sh	1017	Jan 25	Cardiff	S. W. Hyde		
3 c	Kaloosh	Deshon	Am baq	655	Jan 20	New York	Frazar and Co		
2 s	Kew Kee	Jengleholo	Br sch	344	Aug 11	Fuchau	Trautmann and Co		For Sale
S W	Ladye Love	Gladstone	Br baq	494	Dec 23	Newport	H. B. M.'s Government		
	Leon Crespo	Bosustow	Br sh	696	Feb 4	Liverpool	Gilman and Co		
1 c	Mountain Ash	Aitchison	Br baq	437	Dec 21	Amoy	Textor and Co		
G s	Nabob	Cobb	Am baq	530	Dec 23	Hakodadi	Olyphant and Co	New York	Early
1 p	Nazarine	Todd	Br sh	815	Jan 15	Hongkong	Order		
1 c	Oberon	Schmidt	Prus baq	376	Jan 31	Swatow	Frazar and Co	Chefoo	Immediately
T J	Peter Rohland	Rauke	Bre bg	583	Jan 19	Cardiff	Wm. Pustau and Co		
D G	Portland	Peters	Br sh	841	Jan 11	Newcastle, N.S.W.	Russell and Co		
U W	Rachel	Firth	Br baq	282	Jan 31	Newcastle, N.S.W.	Frazar and Co		
8 p	Salacia		Br baq	424	Oct 11	Fuchau	Gilman and Co		
7 s	Sarah	Brown	Br bg	186	Jan 30	Yokohama			
O I. L	Sir Jamsetjee Family	Cobb	Br sh	1050	Feb 1	London	W. R. Adamson and Co		
O D	Spray	Stopher	Br sch	225	Oct 19		Wm. Pustau and Co		
O D	Stella	Day	Br baq	265	July 13	Nagasaki	J. Marshall and Co		For Sale
2 s	Ta Lee	Davey	Br sch	450	Aug 27	Newchwang	Trautmann and Co		For Sale
2 s	Tavistock	Tate	Br sh	532	Jan 2	Shields	Gibb, Livingston and Co	New York	Early
	Ville de Grenade	Carrick	Fr baq	310	Feb 1	Taku	Eduard Schellhass and Co		
1 s	Water Lily	Barry	Br bg	218	Mar 25	Manila	Glover and Co		
3 s	Western Chief	Hill	Br sh	750	Dec 13	Fuchau	Gilman and Co	London	Early
	41 VESSELS								

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

MERCHANT STEAMERS.

No.&Sec.	Ship's Name	Commander	Flag & Rig	Tonnage	Date of Arrival	Where from	Consignees or Agents	Destination	Remarks
2 c	Ajax	Kidd	Br str	1607	Jan 30	Hongkong	Butterfield & Swire	London, &c.	12th instant
6 p	Confucius	Marseills	Chi str	265	Sept 22	Hankow	Chinese Government		
4 p	Dragon	Gibbon	Br str	472	Jan 1	Fuchau	William Hargreaves	Nagasaki	
7 p	Feeyuen		Am str	229	Nov 24	Fuchau			
4 p	Fenella	Schmidt	Prus str	230	Jan 25	Fuchau	Borntraeger and Co		
S S N W	Fire Queen	Gray	Am str	1133	Jan 19	Hankow	Russell and Co		
P & O M	Formosa	Hockin	Br str	700	Feb 2	Fuchau	P. & O. Co	H'kong with Mails	7th instant
7 s	Lamont	Spencer	Br str	774	Dec 11	Hankow	Russell and Co		
F W	Manchu	Clark	Br str	803	Nov 26	Tientsin	Russell and Co		
S S N D	Moyune	G. Johnson	Am str	700	Jan 12	Hankow	Russell and Co		
Tonkadoo	Nanzing	Tulloh	Br str	419	Jan 25	Chefoo	Trautmann and Co		
K W	Osaka	Burdiss	Br str	417	Feb 3	Nagasaki	T. Kroes and Co	Nagasaki	7th instant
7 s	Phaso	Hinstin	Fr str	711	Jan 24	Yokohama	Messageries Imperiales	Yokohama	24h after Mail ar
S S N W	Plymouth Rock	Simmons	Am str	2397	Jan 26	Hankow	Russell and Co		
6 s	Rona	Hutchison	Br str	784	Jan 25	Hankow	Glover and Co		
D G	Shanse	Friend	Am str	561	Dec 2	Tientsin	Russell and Co		
D G	Szechuen	Bisbee	Am str	554	Dec 12	Tientsin	Russell and Co		
H W	Tatung	Cook	Am str	107	Oct 13	Hankow	H. Fogg and Co		Laid up
D G	Ta-Yung		Br str	124	Apr 4	Woosung	Russell and Co		
G L J	Vulcan		Br str	135	Aug 10	Fuchau	Gibb, Livingston and Co		
Tonkadoo	Waratah	Robsin	Br str	256	June 8	Fuchau			Laid up
1 s	Willamette	McLeod	Chi str	176			Chinese Government		Laid up
6 s	Ying-tze-fei	Drage	Br str	315	Dec 13	Tientsin	Trautmann and Co		
	23 Steamers								

RECEIVING SHIPS AND HULKS.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
	Receiving Ships.				
3 s	Ariel	J. McKenzie	British ship	596	P. F. Cama and Co
4 s	Berwick Walls	Patridge	British ship	685	Jardine, Matheson and Co
3 s	Emily Jane	E. J. Des Landes	British ship	490	E. D. Sassoon and Co
4 s	Water Witch	Lewes	British barque	297	Captain Lewes, on board
3 s	Wellington	Bennett	British barque	412	David Sassoon, Sons and Co
	Hulks.				
O L L	Euxine		British barque	398	Powder Magazine Chinese Government
3 s	Frederick VII	Mahon	British barque	350	Imperial Customs
6 p	Kingsau	Brown	American ship	570	Captain Patridge
O L	Ngapuhi	Croad	British barque	545	Harbor Master
5 p	Nimrod	Vincent	British barque	262	H. I. M.'s Customs

TUG BOATS PLYING FOR HIRE.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
	Bunker Hill	Murray	American steamer	63	Primrose and Co
	Fokolin	Kofod	British steamer	70	Captain Patridge
	Maggie Lauder	Hodgeton	British steamer	130	Mackenzie and Co
	Samson	McCaslin	British steamer	80	Frazar and Co
	Titan	Loberge	British steamer	90	Gibb, Livingston and Co

MEN-OF-WAR IN HARBOUR.

No.&Sec	Name.	No. of G. B.	Commander.	Flag & Rig.	Guns.	H. P.	Men.	Date of Arrival.	Where from
3 s	Acorn	.....	Roe, Surgeon	H. M. S.	.....	.....	.....		Hospital Ship
8 s	Adventure	.....	Hickley	H. M. S.	.....	.....	.....	Feb 1	Hiogo
4 s	Pearl	.....	Ross	H. M. S.	17	400	275	Nov 11	Nagasaki
2 s	Deroulede	.....	Richy	H. I. M. G. B.	2	90	40	Oct 16	Nagasaki
2 c	Forfait	.....	Le Saulnier de la Cour	H. I. M. S.	8	260	150	Dec 21	
5 s	Le Brethon	.....		H. I. M. G. B.	3	60	59	Jan 23	
O D	Vincta	.....	Kuhn	H. P. M. Corvette	28	400	360	Nov 12	Nagasaki
6 s	Ashuelot	.....	Febiger	U. S. G. B.	6	280	180	Jan 30	Hankow

DIVISION OF THE HARBOUR IN SECTIONS.

The anchorage is divided into *Nine Sections* from Upper Limit where a mark is placed defining the foreign from the Chinese boundary The 6th and 7th Sections on the Pootung side are set apart for the Steam-boat Anchorage.

Section.
1,—From upper limit to the Shanghai Steam Navigation Co.'s Wharf.
2,— „ S.S.N.Co.'s wharf to Yang-king-pang Creek.
3,— „ Yang-king-pang Creek to Custom House.
4,— „ Custom House to Danish Consulate.
5,— „ Danish Consulate to Old Dock.

Section.
6,—From Old Dock to Olyphant's Jetty.
7,— „ Olyphant's Jetty to Dent's Godowns.
8,— „ Dent's Godowns to Gibb Livingston's Jetty.
9,— „ Gibb Livingston's Jetty to Lower Limit Mark. Outside Lower Limit.

In the Sections all the vessels are anchored abreast between the Banks to the river, and lettered according to their position, thus—S. Shanghai Side, C. Centre, P. Pootung Side, and O. L. Outside Limit.

WHARVES.

O U L —Outside upper limits ..... Tonkadoo
M D —Muirhead's Dock ..... Tonkadoo
S S N W —Shanghai Steam Navigation Company's Wharf ..... 2 s
G W —Messrs. Glover and Co.'s Wharf ..... 2 s
K W —Kroes Wharf ..... 2 s
P & O M —P. & O. Company's Moorings ..... 3 s
S S N Co.W—Wharf Hongque ..... 5 s
A H W —Messrs. Augustine Heard and Co.'s Wharf ..... 5 s
O D —Old Dock ..... 6 s
H W —Hunt's Wharf ..... 7 s
T J —Trautmann's Jetty ..... 7 s
U W —Union Wharf ..... 7 s
N B D —Nicholson & Boyd's Dock ..... 7 p
F W —Farnham's Wharf ..... 7 s
D G —Dent and Co.'s Godowns ..... 8 s
G L J —Gibb Livingston and Co.'s Jetty ..... 9 s
H. B. M. Naval Yard ..... 9 p
S S N D—Shanghai Steam Navigation Company's Dock.
O L L —Outside lower limits.

[*Edited by* R. S. Gundry, *Printed and Published at the "North-China Herald Office," Shanghai.*]

THE "GALLOWAY"
PATENT TAPER TUBES FOR STEAM BOILERS.

These tubes are now being used almost universally in England in the construction of Steam Boilers having either one or two flues.

They greatly economise the fuel, improve the circulation, and increase the power of the boiler.

They are specially adapted for introduction into old boilers, and are made with such an amount of taper as to allow of this being easily done.

These Taper Tubes have been in use upwards of 16 years, and above 30,000 are now at work, and the demand is daily increasing.

They can be fixed by any boiler maker, but can only be obtained from the Patentees, who will furnish full particulars and list of firms using the tubes on application.

W. & J. GALLOWAY & SONS,
Makers of all kinds of Steam Engines, Machinery, Mill Gearing, Boilers, &c., &c
MANCHESTER.

30sp-68 1010 October 19th, 1867.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for
Acidity of the Stomach, Heartburn, Headache, Gout, and Indigestion;
and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & Co.,
Chemists, London, and of Druggists and Storekeepers throughout the World.

Agents in Shanghai Messrs. Watson, Cleave & Co.

N.B. Ask for DINNEFORD'S MAGNESIA.

31de-68 1529 December 24th, 1867.

To Importers and Merchants.

G. L. de San & Em. Dietz,
Commission Merchants,
Brussels, Belgium.
Supply
IRON, IRONWORK, and MACHINERY, WIRE, NAILS, ZINC, WINDOW GLASS, GLASSWARE, CANDLES, PRINTING PAPER, and all articles of Belgium Manufacture.

Orders, accompanied by a remittance for approximate value, promptly executed, and every information furnished upon application. All articles, except Window Glass quoted f. o. b. in the Thames.

21ma-68 1528 December 24th, 1867.

GARNOCK, BIBBY & CO.,
ROPE MANUFACTURERS,
LIVERPOOL.
Manila Rope, Spun and made by Machinery.
Wire Rope, of Steel and Iron Wire, for Ships and Mines.
Cordage and Bolt Rope, of best Russian and Italian Hemp.
Shipchandlers', Engineers', and Naval Stores.
Price lists will be forwarded regularly, at request.

30ju-68 1366 December 31st, 1867.

COLT'S REVOLVERS,
As supplied to and adopted by the English, American, Russian, Prussian, and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House Protection, Travellers and Officers. Colt's Revolving
RIFLES, SHOT-GUNS
AND
PISTOL-CARBINES
(Pistol with attachable stock.) Exhibition Prize Medals awarded, 1862 & 1867. Beware of Counterfeits. Every arm is London-proved, and bears the Company's trade marks.
Holsters, Belts, Pouches, Ammunition,
Address—
COLT'S FIRE-ARMS COMPANY,
14, PALL MALL, LONDON,
Also to be had through any East India or Colonial Agency.

15ma 2514 March 16th, 1867.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.